

SYDNEY PORTS CORPORATION



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Introduction

Sydney Ports Corporation (SPC) has a responsibility under the legislation to control the conditions under which dangerous goods are handled and/or kept in the defined port operational areas. Sydney Ports draws on information and advice from the following:

- Australian Standard 3846 – 2005 “The Handling and Transport of Dangerous Cargoes in Port Areas”.

The basic safety precautions applicable to the handling of explosives in port areas are described in Section 4.3 of AS3846.

- International Maritime Dangerous Goods (IMDG) Code
- International Maritime Organisation’s (IMO’s) “Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas”.
- Australian Code for the Transport of Explosives by Road and Rail Third edition (April 2009)
- Sydney Ports Corporation “Explosive in Port Areas” (June 2007)

Dangerous Goods are substances and articles that:

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

Current Reference Documents

- 1) The 1994 IMDG Code came into effect on the January 1, 1995 and Amendment 29-98 applied from 1 January 1999.
- 2) **The current edition of the IMDG code is “IMDG 2010 Edition Incorporating Amendment 35-10”. Older editions should be replaced.**
- 3) The requirements of AS 3846 were called up by the Dangerous Goods (General) Regulation, 1999 under the Dangerous Goods Act, 1975. Despite this having being repealed, the requirements continue to have effect, through the “Work Health and Safety Regulation 2011”, Schedule 18B Savings and transitional provisions, clause 63 “Saving of Dangerous Goods Regulation relating to ports”.

No person may offer dangerous goods for transport by sea, unless those goods are properly marked, labelled, placarded, described and certified on a transport document in accordance with the IMDG Code.

Purpose of this Guidance Material

This guidance material has been prepared by Sydney Ports to assist organisations to better understand the requirements for the management of dangerous goods within the ports of Sydney Harbour and Botany Bay.

This guide outlines the relevant criteria for dangerous goods cargoes either as break-bulk or in freight containers and covers import, export, transshipment and dangerous goods in transit.

This guide is **not** intended to be a complete or comprehensive review of all statutory requirements nor does the guide detail the stevedore(s) and/or shipping line user requirements.

Lodgement of Dangerous Cargoes and the use of "ShIPS"

INTRODUCTION

Sydney Ports must be advised of all dangerous goods to be imported or exported by vessel, including transshipments and/or goods transiting the ports.

The method of notification of the dangerous goods is through electronic lodgement in Sydney's Integrated Port System (*ShIPS*). *ShIPS* is an electronic booking and approval system which is accessed through the internet once user registration has been completed.

Notification of those dangerous goods into the ports does NOT fulfil the dangerous goods requirements of the Australian Maritime Safety Authority (AMSA), which must be addressed separately.

THE IMPORTANCE OF DANGEROUS CARGOES LODGEMENT

The lodgement of dangerous cargoes into *ShIPS* is crucial to the safe management of these cargoes, particularly in the case of an incident. For example, should there be a leaking shipping container on a vessel which is about to enter a Sydney port, a decision has to be made as to whether it is safe for the vessel to berth at a particular location.

Depending on the circumstances, the vessel may have to be redirected, or entry of the vessel into port may be refused.

To enable those decisions to be made, it is critical that the leaking container and the substances involved be identified as quickly as possible.

After the container has been identified, the identification of the substances inside the container is obtained by Sydney Ports by accessing *ShIPS* and viewing the dangerous cargo lodgement details.

Once the contents have been identified, a plan can then be activated to manage the incident.

The impacts of those decisions on port users could be significant in such incidents. Therefore, the lodgement of all dangerous cargo in *ShIPS* and the information contained within the lodgements are extremely important to the responding combat agencies when dealing with such incidents.

CARGO CLASSIFICATION

When considering the time period permitted for dangerous cargoes to remain on a terminal, a determination has to be made as to whether a dangerous cargo is classified as Red or Green line.

Classifying the cargo as Red or Green line is an automated process within *ShIPS* once a lodgement has been made. When the UN Class, Packaging Group and volume of the dangerous cargo are entered into the system, *ShIPS* will determine and display the dangerous goods status as being Red or Green line cargo.

Note: As a guide only Sydney Ports web page contains a "Dangerous Goods UN lookup"
http://www.sydneyports.com.au/port_operations/dangerous_goods_un_lookup

Enter the UN number and the permitted time periods will be displayed for the appropriate packing groups were applicable. This is based on an assumption of the net weight of product being in excess of 500 kg.

VESSEL DOES NOT APPEAR IN SHIPS

If the vessel does not appear on the Movement Schedule please contact the Principal's Agent (vessel operator).

LODGEMENT TIMING

AS 3846 requires advanced notification, it states:

“Advanced notification shall be provided to the port authority at least 24 hours before a dangerous cargo is brought into the waters of a port area or onto the berth. This requirement shall apply to dangerous cargoes that are to be unloaded or loaded and those to be left on board...”

IMPORTS

The lodgement of dangerous goods class 2, 3, 4, 5, 6, 7, 8 & 9 into *ShIPS* must be at least 24 hours prior to the vessel entering port and 48 hours for class 1 dangerous goods..

TRANSHIPMENTS

The lodgement into *ShIPS* of transshipment dangerous cargoes must occur as follows:-
For the incoming vessel, 24 hours prior to the vessel entering port for dangerous goods class 2, 3, 4, 5, 6, 7, 8 & 9 and 48 hours for class 1 dangerous goods.

For the outgoing vessel, 24 hours prior to the cargo being on the terminal for dangerous goods class 2, 3, 4, 5, 6, 7, 8 & 9 and 48 hours for class 1 dangerous goods.

EXPORTS

The lodgement of dangerous cargoes into *ShIPS* must occur at least 24 hours prior to the container arriving at the terminal for export for dangerous goods class 2, 3, 4, 5, 6, 7, 8 & 9 and 48 hours for class 1 dangerous goods.

TRANSIT (STAY ON BOARD)

The lodgement of dangerous cargoes into *ShIPS* must occur at least 24 hours prior to the vessel entering port class 2, 3, 4, 5, 6, 7, 8 & 9 and 48 hours for class 1 dangerous goods.

ACCURACY OF LODGEMENTS

The packing groups, types of materials and net weight of substance involved must be accurate and in accordance with the IMDG Code. If not accurate and/or complete, the action will be treated as a non-lodgement.

The container identification (container number) must be entered as a continuous string (without any gaps and/or blanks within the container number string regardless of the number of characters). In the event that gaps and/or blanks are included within the container number, this will be treated as a non lodgement.

Note: Fumigated containers (Class 9 UN 3359), containing no other dangerous goods, are required to be lodged but are exempt from the five day time period on the terminal.

“How to Create/Edit/Copy Dangerous Goods Lodgement” help document is attached in **Appendix 4**

New UN Numbers included in version 35-10 (current version) of the IMDG Code

Sixteen (16) UN numbers which were previously not listed in the 34-08 IMDG Code but are now included in 35-10 IMDG Code

UN No: 3166 & 3171	(vehicles) no longer have SP960 (not regulated). They now have additional SP961 and SP962 provisions.
0509	POWDER, SMOKELESS
3482	Alkali metal dispersion, flammable or alkaline earth metal dispersion, flammable
3483	Motor Fuel anti-knock mixture, flammable
3484	Hydrazine, aqueous solution, flammable with more than 37% hydrazine, by mass
3485	Calcium Hypochlorite, dry, corrosive or calcium hypochlorite mixture, dry, corrosive with more than 39% available chlorine (8.8% available oxygen).
3486	Calcium Hypochlorite mixture, dry, corrosive with more than 10% but not more than 39% available chlorine.
3487	Calcium Hypochlorite Hydrated, corrosive or calcium Hypochlorite, hydrated mixture, corrosive with less than 5.5% but not more than 16% water
3488	Toxic inhalation liquid, flammable, corrosive, N.O.S with an inhalation toxicity lower than or equal to 200ml/m ³ and saturated vapour concentration greater than or equal to 500 LC50
3489	Toxic inhalation liquid, flammable, corrosive, N.O.S with an inhalation toxicity lower than or equal to 1000ml/m ³ and saturated vapour concentration greater than or equal to 10 LC50
3490	Toxic by inhalation liquid, water-reactive, flammable, N.O.S. with an inhalation toxicity lower than or equal to 200ml/m ³ and saturated vapour concentration greater than or equal to 500 LC50
3491	Toxic by inhalation liquid, water-reactive, flammable, N.O.S. with an inhalation toxicity lower than or equal to 1000ml/m ³ and saturated vapour concentration greater than or equal to 10 LC50
3492	Toxic by inhalation liquid, corrosive, flammable, N.O.S. with an inhalation toxicity lower than or equal to 200ml/m ³ and saturated vapour concentration greater than or equal to 500 LC50
3493	Toxic by inhalation liquid, corrosive, flammable, N.O.S. with an inhalation toxicity lower than or equal to 1000ml/m ³ and saturated vapour concentration greater than or equal to 10 LC50
3494	Petroleum sour crude oil, flammable toxic
3495	Iodine
3496	Batteries, nickel-metal hydride

Empty, Uncleaned Packagings or Units

Empty cargo transport units still containing residues of dangerous goods, or loaded with empty uncleaned packages, or empty uncleaned bulk containers, shall comply with the provisions applicable to the goods contained in the unit, packaging or bulk container.

Other than for Class 7, a packing, including an IBC (Intermediate Bulk Container), which previously contained dangerous goods, shall be identified, marked, labelled and placarded as required for those dangerous goods unless steps such as cleaning, purging of vapours or refilling with a non-dangerous substance are taken to nullify any hazard.

Tanks and IBCs used for the transport of radioactive material shall not be used for the transport of other goods unless decontaminated below the level of 0.4 Bq/cm² for Beta and Gamma Emitters and low toxicity Alpha Emitters and 0.04 Bq/cm² for all other Alpha Emitters.

LIMITATIONS

There are limitations on the quantities of certain dangerous goods permitted on a vessel and at various berths in Botany Bay. Refer **Appendix 1**.

A red coloured '**L**' is displayed in the *SHIPS* Screen if limitations for a vessel or berth are exceeded.

The vessel operator is responsible for the management and removal of the limitation exceedance (red coloured '**L**' in SHIPS) at least 24 hours prior to the vessel entering port waters. Depending on the circumstances, the vessel may have to be redirected, or entry of the vessel into port may be refused.

DANGEROUS GOODS EXEMPTION STATUS

When an application for exemption has been entered on the *SHIPS* Dangerous Goods Module, a red coloured '**X**' is displayed when the exemption is entered.

Sydney Ports may approve the application for exemption with certain conditions imposed, or may reject it. When the exemption is processed, the '**X**' no longer appears in red, but light shade of grey.

Vessel Declaration

In the event that a vessel declaration has already been completed and then you become aware of a leaking container the vessel operator and/or his agent must immediately amend the vessel declaration and nominate the leaking container and/or associated issue. You will need to provide the manufacturer's MSDS for the product. The manifest for the container, the transport company 24 hour contact details, the 24 hour contact details storage facility, the 24 hours contact details for the importer and ensure that customs clearance (not an under bond move) are in place prior to the vessel entering port waters. Depending on the circumstances, the vessel may have to be redirected, or entry of the vessel into port may be refused. The information to be sent to: DGAudit@sydneyports.com.au

Permitted Time Periods at the Terminal **Red Line Cargo**

2 HOURS TIME MAXIMUM

All Class 1 & Class 7, except Class 1.4 & Class 7 Low Specific Activity (LSA) cargo, shall:

- a) be **removed** from the terminal **within 2 hours** of being unloaded from a vessel, &
- b) be delivered to the terminal **within the 2 hour period** prior to the cargo being loaded onto a vessel.
- c) transshipment cargo must comply with (a) and be **removed** from the terminal **within 2 hours** of being unloaded from a vessel. However, they may remain on the terminal in excess of 2 hours only when they have a valid exemption in place issued by Sydney Ports.

Note: Transshipment cargo do not have a combination of 2 hours on the terminal as an import and another 2 hours on the terminal as an export without being removed from the terminal, unless they have a valid exemption issued by Sydney Ports for that time period.

12 HOURS TIME MAXIMUM

- a) Containers with Class 1.4 & Class 7 LSA dangerous goods.
- b) All dangerous goods in break bulk.
- c) The following cargoes:-

Table 1

All containers packaged with more than 500kg of:	
1	Class 2.1 (excluding UN 1950-Aerosols)
2	Class 2.3
3	Class 3 Packing Group 1
4	Class 4 Packing Group 1
5	Class 5.1 Packing Group 1
6	Ammonium Nitrate (Class 5.1) UN No's 1942, 2067, 2426 and 3375
7	Calcium Hypochlorite (Class 5.1) UN No's 1748,2880,3485 and 3487
8	Class 6.1 Packing Group 1
9	Class 8 Packing Group 1

Note: As a guide only Sydney Ports web page contains a "Dangerous Goods UN lookup" http://www.sydneyports.com.au/port_operations/dangerous_goods_un_lookup

Enter the UN number and the permitted time periods will be displayed for the appropriate packing groups were applicable. This is based on an assumption of the net weight of product being in excess of 500 kg.

All of the above cargoes in **Table 1** shall:

- a) be **removed** from the terminal **within 12 hours** of being unloaded from a vessel, and
- b) be **delivered** to the terminal **within the 12 hour period** prior to them being loaded onto a vessel.

- c) transshipment cargo must comply with (a) and be **removed** from the terminal **within 12 hours** of being unloaded from a vessel. However, they may remain on the terminal in excess of 12 hours only when they have a valid exemption in place issued by Sydney Ports.

Note: Transshipment cargo do not have a combination of 12 hours on the terminal as an import and another 12 hours on the terminal as an export without being removed from the terminal, unless they have a valid exemption issued by Sydney Ports for that time period.

Permitted Time Periods at the Terminal **Green Line Cargo**

5 DAYS TIME MAXIMUM

Green Line cargoes are permitted to remain on the terminal for a time period of up to 5 days only including weekends and/or public holidays.

Green Line cargoes are:-

- a) All containers with dangerous goods Class 2, 3, 4, 5, 6, 8 or 9 other than those in **Table 1**.
- b) Cargoes listed in **Table 1** not exceeding 500kg mass.
 - i) be **removed** from the terminal **within 5 days** of being unloaded from a vessel, and
 - ii) be **delivered** to the terminal **within the 5 days** prior to their being loaded onto a vessel.
 - iii) transshipment cargo must comply with (i) and be **removed** from the terminal **within 5 days** of being unloaded from a vessel. However, they may remain on the terminal in excess of 5 days only when they have a valid exemption in place issued by Sydney Ports.

Note: Transshipment cargo do not have a combination of 5 days on the terminal as an import and another 5 days on the terminal as an export without being removed from the terminal, unless they have a valid exemption issued by Sydney Ports for that time period.

CLASS 5.1 PACKING GROUP 1 (PG 1) DANGEROUS CARGOES

Quantities of Class 5.1 PG 1 dangerous cargoes exceeding 400 tonnes shall only be handled on a berth with the consent of the regulatory authority.

APPLICATION

The above requirements for Red Line and Green Line cargoes apply to imports, exports, transshipments and transit cargoes which are being re-stowed.

TIME PERIOD

The permitted time period is calculated from the time the container arrives at the terminal until the time the container leaves the terminal (the reference to “availability” of cargo is used by the stevedores and only applies to general commodity cargo).

EXEMPTIONS FROM THE PERMITTED TIME PERIODS

Fumigated containers (Class 9 UN 3359) containing no other dangerous goods are required to be lodged in *ShIPS* but are exempt from the 5 day time period on the terminal.

Note: As a guide only Sydney Ports web page contains a “Dangerous Goods UN lookup” http://www.sydneyports.com.au/port_operations/dangerous_goods_un_lookup

Enter the UN number and the permitted time periods will be displayed for the appropriate packing groups were applicable. This is based on an assumption of the net weight of product being in excess of 500 kg.

Explosives in Port Areas

There are nine classes of dangerous goods. Explosives are designated as Class 1. There are six Divisions within Class 1. Within the Divisions, compatibility groups are also assigned to define which explosive can be safely stowed and transported together.

The numbers and letters in the classification system relate to the sensitivity, mass explosion hazard and projectile hazard of a particular type of explosive. Typical commercial blasting type explosives are classified as Division 1.1 Compatibility Group D (commonly depicted as 1.1 D); detonators are typically of 1.1 B or 1.4B; display fireworks generally fall under a 1.3G or 1.4G classification and shop-goods varieties of fireworks are usually classified as 1.4S explosives.

Safety distances vary according to the classification of the explosives and are based on the distance required to prevent property damage or injury should the total quantity of explosives detonate. Sydney Ports has set the following distances and quantity limits for the port areas of Botany Bay as detailed in Table 1.1 being the standard limits. However for the maximum limit see table 1.3 and the additional condition that apply as per condition (bb) but not limited to, on page 13.

Five critical points to note are:

- port limits for explosives apply to and are inclusive of transit cargo; and
- All references to explosive quantity are references to Net Explosive Quantity (NEQ) which is the actual quantity of explosive in the cargo excluding all packaging materials and non-explosive components.
- Lodge the class one cargo with Sydney Ports at least 48 hours prior to the vessel entering port waters.
- Contact the stevedore and ensure that they have all the necessary documentation and contact details at least 48 hours prior to the vessel Estimated Time of Arrival entering port waters.
- Monitor Sydney Ports “ShIPS” system and ensure the red “L” flag if activated has been resolved at least 24 hours prior to the vessel Estimated Time of Arrival or the vessel may not be permitted to enter port waters

Table 1.1: CLASS 1 EXPLOSIVE

Berths (See Note A)	Separation distance to “Protected Place” (See Note B)	Net Explosive Quantity (NEQ) permitted aboard ship (kilograms) (See Notes B, C & E)			
		Classes 1.1, 1.5 & 1.6 (See Note D)	Class 1.2 (See Note D)	Class 1.3 (See Note D)	Class 1.4 (See Note D)
1, 1A, 2, 2A & 3 Brotherson Dock	100 metres	545	545	3,608	85,000
5, 5A & 6 Brotherson Dock	100 metres	545	545	3,608	85,000
4 Brotherson Dock	on application		-	-	85,000

PROTECTED PLACES INCLUDES THE ACCOMMODATION BLOCK OF ANOTHER VESSEL

- No berth other than those listed above, has approval for handling explosives.
- The separation distance nominated (and the corresponding allowable NEQ) for accommodation quarters on other ships, if present at nearby berths and/or a protected place must be adhered to.

- c) Where a ship is carrying explosives of more than one division, the total net weight of explosives which may be permitted is the ***weight applying to the most restrictive division aboard***.
- d) For one type of article of division 1.6, the total NEQ shall be that of one article. Where different types of articles of division 1.6 are involved, the total NEQ of all articles shall be used.

SAFETY REQUIREMENTS

The following Sydney Ports requirements apply to the handling and transport of explosives in port areas:

- a) Explosives shall not be unloaded from a ship unless the means of transport, by which they are to be removed from the port area, are on the terminal and ready to receive them.
- b) Explosives of Divisions other than 1.4 should be taken directly to or from a ship, and in no circumstances be held on a berth for more than 2 hours.
- c) Explosives of Division 1.4 should be taken directly to or from a ship, and in no circumstances be held on a berth for more than 12 hours.
- d) Explosives shall be unloaded as soon as reasonably practicable (within 2 hours of the vessel being secure at the berth).
- e) Explosives (excluding Division 1.4) shall not be brought to a berth for loading onto a ship unless the ship is ready to receive them.
- f) Explosives of Division 1.4 shall not be brought to a berth for loading onto a ship unless the ship is ready to receive them within 12 hours of being on the terminal. In no circumstances are the goods to be held on a berth for more than a total of 12 hours.
- g) All personnel not essential to the loading/unloading of explosives shall be excluded from the area of the berth where explosives are being handled and a space of at least 15m beyond the immediate handling area, while the explosives are being loaded/unloaded from the vessel.
- h) The handling of explosives, once commenced, shall proceed without delay or interruption, except during an electrical storm. Operations shall be suspended during the storm and not resumed until it has passed.
- i) Explosives shall not be handled unless they have been classified in accordance with the ***IMDG Code***.
- j) Explosives shall be handled in a safe, efficient and secure manner.
- k) The ship shall depart from the port area within 2 hours of completion of loading of explosives (excluding Division 1.4).
- l) A vehicle must leave the port area as soon as possible on completion of being loaded with explosives (excluding Division 1.4) and in all circumstances within 2 hours of the explosive being unloaded from the vessel.
- m) On completion of a vehicle being loaded with explosives of Division 1.4, it must leave the port area as soon as possible and within 12 hours of the explosive being unloaded from the vessel.

- n) Where more than 100kg of explosives (other than Division 1.4) are to be loaded or unloaded in the port area, a customer's representative who has immediate access to specialist advice in the case of an emergency, shall be contactable by phone and be immediately available while the explosives are being loaded and/or unloaded.

The phone contact to the customer representative must be verified prior to commencement of the loading/unloading of the vessel and/or vehicle. The customer's representative role should not involve a command or control position in an incident.

- o) Emergency Procedures for the terminal, developed in conjunction with Sydney Ports and the emergency services, shall be in place before any explosives are handled.
- p) A Traffic Management Plan for the terminal be in place for road vehicles carrying explosives.
- q) Road vehicles carrying explosives shall be at least 100 meters apart while waiting to load a ship and/or leaving the port area.
- r) Whilst explosives are being handled, ignition sources shall not be permitted in or near handling areas, Smoking shall be strictly prohibited on the ship and on the berth (except in safe areas). Notices shall be displayed on the ship and on the berth bearing the words **DANGER-NO SMOKING-NO NAKED LIGHTS**.
- s) Adequate and appropriate fire fighting facilities and water shall be immediately available on the ship and fire hoses on it laid out ready for use (not applicable to Division 1.4 explosives).
- t) Ship and shore personnel shall receive prior instruction regarding the hazards, handling methods and emergency procedures for explosives.
- u) Repairs involving hot work shall be prohibited on the ship or on the berth whilst explosives (excluding Division 1.4) are being transported or handled.
- v) Repairs involving engine repairs resulting in the vessel being immobilised are prohibited whilst explosives are onboard the vessel (excluding Division 1.4).
- w) No bunkering shall take place while explosives are being loaded or unloaded.
- x) If emulsion precursors are handled on the same vessel or in the same area as explosives, then the total quantity of these materials shall be considered as Class 1 and the relevant separation distances shall apply (Table 1.2).
- y) Where ammonium nitrate is to be handled simultaneously with explosives of Division 1.1, 1.5 or 1.6, and within the separation distances given in Tables 1.1 and 1.2, then 50% of the quantity of ammonium nitrate shall be added to the explosives quantity to obtain the resultant NEQ, and the relevant separation distance shall apply (Table 1.2).
- z) Explosives shall be segregated from incompatible cargoes, combustibles and other dangerous cargoes at all times.
- aa) The ship's engines and ancillary equipment shall be kept ready at all times, so that the ship can leave the berth at short notice.
- bb) When explosives NEQ quantities as stated in Table 1.1 are to be exceeded the following additional conditions apply :
- Form(s) 1.4, 1.5, 1.6, 1.7, 1.8, 1.9 & 1.10 are to be completed
- cc) When explosives separation distances as stated in Table 1.1 are encroached upon, the above forms (as listed in "bb") must also to be completed
- dd) When the explosive NEQ quantities as stated in Table 1.1 are to be exceeded, the separation distances as stated in Table 1.2 must be maintained.

ee) When the explosive NEQ quantities as stated in Table 1.1 are to be exceeded the maximum explosive NEQ quantities permitted are listed in Table 1.3.

Table 1.2: EXPLOSIVE CLASS 1 DANGEROUS GOODS

Separation distances from ordinary berths to protected places including accommodation block of another vessel

Net Explosive Quality (NEQ) of Explosives Kg	Separation Distances (M)			
	Division			
	1.1, 1.5, 1.6	1.2	1.3	1.4
25	10	50	10	10
50	25	50	10	10
100	33	50	10	10
200	52	52	10	10
300	68	68	10	10
400	82	82	10	10
500	95	95	10	10
1 000	150	150	10	10
1 500	191	191	10	10
2 000	240	210	10	10
2 500	257	220	87	10
3 000	284	225	92	10
4 000	350	235	105	10
5 000	380	245	110	10
7 500	424	265	125	10
10 000	480	280	140	10
15 000	546	300	158	10
20 000	610	320	175	10
25 000	650	340	186	10
30 000	689	340	199	10
40 000	762	360	218	10
50 000	820	375	240	20
75 000	940	400	273	20
100 000	1 040	410	300	20
150 000	1 180	410	345	20
200 000	1 300	410	375	20
250 000	1 400	410	405	20

Table 1.3: CLASS'S 1.1, 1.2, 1.5 & 1.6 EXPLOSIVE MAXIMUM LIMITS FOR IMPORTS AND EXPORTS

Berths (See Note A)	Separation Distances to "Protected Place" (See Note B)	Net Explosive Quantity (NEQ) permitted aboard ship (kilograms) (See Notes B, C & E)	
		Classes 1.1, 1.5, 1.6 (See Note D)	Class 1.2
2 & 5 Brotherson Dock	125 metres	772	772
1 & 6 Brotherson Dock	150 metres	1000	1000
3 & 4 Brotherson Dock	On application	-	-

Table 1.3: CLASS'S 1.3 & 1.4 EXPLOSIVE MAXIMUM LIMITS FOR IMPORTS AND EXPORTS

Berths (See Note A)	Separation Distances to "Protected Place" (See Note B)	Net Explosive Quantity (NEQ) permitted aboard ship (kilograms) (See Notes B, C & E)	
		Class 1.3	Class 1.4
2 & 5 Brotherson Dock	200 metres	30,000	Unlimited
1 & 6 Brotherson Dock	210 metres	36,000	Unlimited
3 & 4 Brotherson Dock	On application	-	Unlimited

Separation distances to "Protected Place" include the accommodation block of another vessel

Notes

- a) No berth in the ports, other than those listed above, has approval for handling explosives.
- b) The separation distance nominated (and the corresponding allowable NEQ) must be reduced to the distance from accommodation quarters on other ships, if present at nearby berths.
- c) Where a ship is carrying explosives of more than one sub-class, the total net weight of explosives which may be permitted is the weight applying to the most restrictive sub-class aboard in the order 1.1 (most dangerous), 1.5, 1.2, 1.3, 1.6 and 1.4 (least dangerous).
- d) For one type of article of Division 1.6, the total NEQ shall be that of one article. Where different types of articles of Division 1.6 are involved, the total NEQ of all articles shall be used.
- e) The separation distances can sometimes be increased (depending on ship's location in berth), and so a larger quantity of explosives may be permissible upon application.

Table 1.3 CLASS 1 EXPLOSIVE MAXIMUM LIMITS FOR TRANSIT CARGO

Berths (See Note A)	Separation Distances to “Protected Place” (See Note B)	Net Explosive Quantity (NEQ) permitted aboard ship (kilograms) (See Notes B, C & E)				
		Class 1.1 (See Note D)	Class 1.2 (See Note D)	Class 1.3 (See Note D)	Class 1.5 (See Note D)	Class 1.6 (See Note D)
2 & 5 Brotherson Dock	100 metres					
3 & 6 Brotherson Dock	100 metres	572	572	3068	572	572
1 Brotherson Dock	100 metres	572	572	3068	572	572
4 Brotherson Dock	100 metres	572	572	3068	572	572

Form 1.4 SHIPMENT NOTIFICATION & PLANNING

Shipment Notification & Planning	Responsibility for Completing Task	Responsibility for Verifying Task Completed	Verified By
Agent has stevedore in writing, of total NEQ in ship greater than the general limits, prior to shipment being loaded in load port or prior to transport beginning.	Agent	Stevedore	
SPC has been notified in writing, of total NEQ in ship greater than the general limits, prior to shipment being loaded in load port or prior to transport beginning.	Agent	Stevedore	
Stevedore has granted written permission for shipment prior to the shipment being loaded in load port or prior to transport beginning.	Stevedore	Agent	
Sydney Ports has received a copy of the stevedore written permission for the shipment	Stevedore	Agent	
SPC has granted written permission for shipment to enter port area prior to shipment being loaded in load port or prior to transport beginning.	SPC	Stevedore	
All notifications and approvals for Explosives have been obtained from other relevant agency(s) parties involved as well as stevedore been notified of proposed shipment.	Agent	Stevedore	
"SPC "Explosive in Port Areas" form(s) are being used and checked 48 hours prior to shipment berthing.	Agent	Stevedore	
Stevedore has developed safety plan for explosives.	Stevedore	Stevedore	

In the event of conflict between AS 3846 and Sydney Ports “Explosive in Port Areas” requirement, Sydney Ports requirement take precedent over AS 3846

Form 1.5 BEFORE EXPLOSIVES ENTERS PORT

Before Explosives Enters Port	Responsibility for Completing Task	Responsibility for Verifying Task Completed	Verified By
Stevedore emergency evacuation procedures are documented, available, current and procedure can be implemented if needed.	Port and Stevedore	Stevedore	
Where more than 100kg of explosives (other than division 1.4).Customers representative phone contact verified	Agent	Stevedore	
Transport company contact details have been supplied	Agent	Stevedore	
Unloading/Loading plan is ready to be implemented by Stevedores	Stevedore, Agent	Stevedore	

Form 1.6 BEFORE UNLOADING AND/OR LOADING SHIPMENT

Before Unloading / Loading Shipment	Responsibility for Completing Task	Responsibility for Verifying Task Completed	Verified By
<p>Only personnel having a direct involvement in the unloading/loading of the explosives are within 15 metres of the unloading/loading area. Adequate security measures are in place. Collision, fire, chemical hazards within this area have been minimised. The truck routes have been made safe for transport of explosives.</p>	<p>Stevedore</p>	<p>Stevedore</p>	
<p>Protected places including the accommodation block of adjoining vessels have been notified of explosives unloading/loading activities</p>	<p>Stevedore</p>	<p>Stevedore</p>	
<p>Personnel on the terminal have been notified of the explosives unloading/loading activities and are aware of the safety plan for explosives.</p>	<p>Stevedore</p>	<p>Stevedore</p>	
<p>Transport vehicles are on site to load and/or unload the explosives so they are unload and/or loaded onto and/or from the vessel and move off of port land as quickly as possible within the permitted time period for those explosive (unless special dispensation has been granted).. Trucks carrying explosives are not to be within 100m of each other on port land.</p>	<p>Stevedore</p>	<p>Stevedore</p>	
<p>Drivers are aware of explosive route to be taken (attach route map)</p>	<p>Stevedore</p>	<p>Stevedore</p>	

Form 1.7 AFTER UNLOADING AND/OR LOADING IS COMPLETED

After Unloading / Loading is Completed	Responsibility for Completing Task	Responsibility for Verifying Task Completed	Verified By
Stevedores discontinue separation requirements when Unloading/Loading is completed	Stevedore	Stevedore	
Stevedore to retain a copy of this completed checklist with all relevant documents for a period of not less than 12 months on completion of loading and/or unloading the explosives.	Stevedore	Stevedore	

Form 1.8 VESSEL CARGO SAFETY ALERT

Issue: No.
Date: 24/05/2009
Vessel: AOTEAROA CHIEF
Voyage No.: 0092n
ETA: 0130 HOURS 23/05/2009
Cargo: Load Class 1.3
2 X 20 CONTAINER DIRECT FROM TRANSPORT TO VESSEL WITHIN 2
HOUR OF DEPARTURE
Berth: 6BD

Information:

Please follow normal safety procedures and be alert to the following:

- Identify potential hazards and make the work area safe before proceeding.
- Follow instructions from the Foreman and Supervisor.
- No smoking on board or near the vessel. Signs to be placed.
- No naked flames near containers.
- Supervisor to have ready written evacuation and emergency response plans.
- Identify escape routes and safety zones in the event of a leak.
- Copy of Stow Plan to be placed at the top of the gangway and a copy on wharf.
- Do not work alone and be alert to the location of fellow workers.

M Taylor
Operations Superintendent

Ref: _____

Date: _____

Form 1.9 SAFE WORK PROCEDURES

To: Duty Supervisor and Operations Staff

Copy: Transport Company

Copy: SYDNEY PORTS – For the attention of: _____

Copy: SWIRES

SAFE WORK PROCEDURE

LOADING CLASS 1.3G UN 0335 1 container
1.2G UN 0334 1 container

AOTEAROA CHIEF VOY 092N

PROCEDURES TO MINIMISE RISK:	Checked
1. Follow instructions as issues by the Duty Supervisor, M Taylor and Foreman	
2. Only designated employees to be working on the vessel	
3. All other personnel to be kept away from Berth 6	
4. No unauthorised visitors to be allowed on the wharf	
5. Crane to be positioned over the vessel after mooring only	
6. Trucks to be marshalled in the car park and along Berth 4 fence line	
7. Hazardous manifest and documentation to be checked by Ship Planner	
8. Foreman to align trucks in sequence under the crane	
9. Containers to be discharged direct to truck under the crane	
10. Once unloaded each truck to be escorted by Marshal to designated terminal exit	
11. Supervisor to verify completed discharge with C/O or Master	
12. Operations Superintendent to be notified of any requirement to hold Class 1 in terminal or any other major problems encountered during exchange	
13. Trucks to be held waiting for more than two hours to be parked at (TBC)	
14. Class 1.1 to be the last containers loaded	
15. All terminal site rules to be obeyed including no smoking and no naked flames	

Checked By: _____
Supervisor
Planner

M Taylor
Manager Stevedoring
Operations

Form 1.10 EXPLOSIVE NOTIFICATION PROTECTED PLACE AND/OR VESSEL ACCOMODATION BLOCK OF ANOTHER VESSEL

After Vessel Arriving	Responsibility for Completing Task	Responsibility for Verifying Task Completed	Details of Notified Party Date & Time	Verified By
Stevedores notifies adjoining vessel(s) of class 1, Division, NEQ, location and ETD of explosive	Stevedore	Stevedore	Stevedore	
Stevedores discontinue separation requirements when unloading/loading is completed	Stevedore	Stevedore	Stevedore	
Stevedores discontinue separation requirements when vessel leaves port (Transit cargo)	Stevedore	Stevedore	Stevedore	
Stevedore has sent a copy of this completed checklist with all relevant documents to Sydney Ports	Stevedore	Stevedore	Stevedore	

- 1. Vessel Name: _____
- 2. Vessel Location: _____
- 3. Date & Time: _____
- 4. Notified Details:"
 - Name: _____
 - Position _____

Protected Place

- 1) Location: _____
- 2) Date & Time _____
- 3, Notified Details:
 - Name: _____
 - Position _____

Radioactive Material, Low Specific Activity (LSA-1) UN 2912 Non Fissile

These requirements are only applicable to UN2912 Class 7 Category III Yellow, Low Specific Activity (LSA-I) non fissile.

These dangerous goods are only permitted to be on the terminal for a maximum time period of 12 hours. However, in the event a dangerous goods exemption is granted by SPC (in writing) to exceed the permitted time period (12 hours) the following conditions apply:

The compatibility requirements from other goods are listed in Table 7.1. Please note the requirements for radioactive material must be sufficiently segregated from undeveloped photographic film. The basis for determining segregation distances for this purpose shall be that the radiation exposure of undeveloped photographic film due to the transport of radioactive material be limited to 0.1 mSv per consignment of such film.

Radioactive material must be segregated sufficiently from workers and from members of the public. The following values for dose shall be used for the purpose of calculating segregation distances or radiation levels:

- (1) for workers in regularly occupied areas a dose of 5 mSv in a year;
- (2) for members of the public, in areas where the public has regular access, a dose of 1 mSv in a year to the critical group.

Uranium oxides concentrates (UOC) are not a really strong gamma emitter.

EXAMPLE ONLY

Where the dimensions of a UOC container are, say, 3m x 3m x 6m and there is a stack of 54 containers, then the following estimates for two situations as follows:

- (a) Situation A - the stack of containers is 3 rows, by 3 high by 6 long
- (b) Situation B – the stack of containers is 1 row, by 6 high by 6 long (not realistic, but possibly worst case)

The calculated dose rates (in microSieverts per hour) at varying distances are as following:

	Dose rate at distance from containers		
	1 m	5 m	10 m
Situation A	20	6	3
Situation B	25	11	6

The annual dose limit for a member of the public is 1,000 microSieverts and for a radiation worker is 20,000 microSieverts.

People to receive the member of the public dose limit (1,000 microSieverts), they would have to remain at the distances for the following lengths of time:

	Time in Hours at distance from containers		
	1 m	5 m	10 m
Situation A	50	167	333
Situation B	40	90	167

For comparison purpose only, these are typical annual radiation levels:

- Worldwide exposure to natural background radiation (all radiation) 2,400 microSieverts
- Average exposure to aircrew (above natural background levels) 3,000 microSieverts
- Average exposure from medical examinations 400 microSieverts

Radioactive material must be handled in accordance with the “code of practice for Safe Transport of Radioactive Material, Radiation Protection Series Publication No. 2” (and as amended from time to time). The facility emergency management plan must be amended in line with the criteria of the “International Atomic Energy Agency, Emergency Response Planning and Preparedness for transport Accidents Involving Radioactive Material, Safety Series N0 87, IAEA (and as amended from time to time) to reflect these dangerous goods being on the terminal in excess of the 12 hours time period.

EXEMPTION CONDITIONS

Typical exemption conditions that may be attached to an exemption, but not limited to, as follow:

- A. All containers must be stowed in such a manner that the container doors are facing each other.
- B. The consignment must be handled and positioned so that the total sum of the criticality safety indexes (CSI's) in any group does not exceed 50, and that each group is handled and positioned so that the groups are separated from each other by at least 6 meters.
- C. The radiation level under routine conditions of transport must not exceed 2mS/h at any point on, and 0.1 mSv/h at 2 m from, the external surface of the conveyance.
- D. The isolation area, not limited to, must fulfill the criteria specified in this guidance material.

CLASS SEVEN SEGERATION BASED ON CLASSIFICATION

Goods are considered incompatible if, in this table, any of the following conditions are meet:

- a) The primary hazard of one is incompatible with the primary hazard of the other;
- b) The primary hazard of one is incompatible with a subsidiary risk of the other; or
- c) A subsidiary risk of one is incompatible with a subsidiary risk of the other.

Table 7.1

Class	1	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6	7(1)	8	9	Food or Food empties	Fire-risk substances or combustible material
7 Radioactive material	N	N	0	0	N	N	N	N	N	N	0	0	N	0	N	0

In the table:

0 means compatible unless a numbered exception applies.

N means incompatible unless a numbered exception applies

- (1) Radioactive material must be sufficiently segregated from undeveloped photographic film. The basis for determining segregation distances for this purpose shall be that the radiation exposure of undeveloped photographic film due to the transport of radioactive material be limited to 0.1 mSv per consignment of such film.

PROHIBITED DANGEROUS GOODS

The following dangerous goods are prohibited from entering port waters.

UN 3342

XANTHATES Class 4.2 Packing Group II

XANTHATES Class 4.2 Packing Group III

These dangerous goods are prohibited for the following cargo movements “Imports, Transit (stay on board) and Export” cargo movements.

Implementation date 21 October 2010

Exemption Application

You may submit an exemption application directly to Sydney Ports from the above prohibition. The application must contain, but not limited to:

1. What effects of crossing the equator will have on Xanthates
2. What amount of H₂O will be released from the pellets
3. What level of CS₂ will be occurring during transport
4. The integrity of the inner packaging
5. Carry out plume modelling for a release of CS₂
6. must be carried out by a NATA certified organisation.

Sydney Ports may choose to be present while the above is being undertaken.

The applicant must advise Sydney Ports prior to engaging any party to undertake the above works and obtain a detailed exemption scope of works.

WHAT DO I NEED TO DO IF MY DANGEROUS GOODS HAVE A CUSTOMS, AQIS, SHIPPING LINE AND/OR STEVEDORE HOLD

Regardless of what hold has been placed on your goods (Customs, AIS, shipping line and/or stevedore), you need to immediately apply for an exemption from the permitted time period on the terminal. The application procedures are detailed on page 33, page 64 and page 66.

Sydney Ports will not consider any retrospective exemption application.

DANGEROUS GOODS TRAINING REQUIREMENTS

- (1) Training of shore side personnel must have successfully completed dangerous goods training in accordance with the IMDG Code chapter 1.3. Each person must receive training in the contents of dangerous goods provisions commensurate with their responsibilities. Training requirements specific to security of dangerous goods should also be addressed.
- (2) Notwithstanding sub clause (1) the training must consist, but not be limited to the following;
 - (i) Function specific training; each person must receive training designed to provide familiarity with the general provisions of dangerous goods transport provisions. .
 - (ii) The training must include a description of the classes of dangerous goods, labelling, marking, placarding, packing, stowage, segregation and compatibility provisions.
 - (iii) In addition to (ii) the training must also include a description of the purpose and content of the dangerous goods transport documentations (such as the multimodal Dangerous Goods Form and the Container/Vehicle Packing Certificate) and a description of available emergency response documents.
 - (iv) Notwithstanding clause (2)(ii) and clause (2)(iii) the training must also include the Port Authority requirements for managing dangerous goods
 - (v) Each person must receive safety training commensurate with the risk of exposure in the event of a release and the functions performed, each person must receive training on, methods and procedures for accident avoidance, such as proper use of package-handling equipment and appropriate methods of stowage of dangerous goods, and
 - (vi) Availability of emergency response information and how to use it; and
 - (vii) General dangerous goods awareness by the various classes of dangerous goods and how to prevent exposure to those hazards, including, if appropriate, the use of personal protective clothing and equipment; and
 - (viii) Immediate procedures to be followed in the event of an unintentional release of dangerous goods, including any emergency response procedures for which the person is responsible and personal protection procedures to be followed.
- (3) Records of all safety training undertaken must be maintained by the terminal operator and made available to the Port Authority if requested.
- (4) The training required in clause 1 and 2 must be provided or verified upon employment in a position involving dangerous goods and should be periodically supplemented with retraining as deemed appropriate by the Port Authority
- (5) A terminal operator handling dangerous goods at a bulk liquid berth or terminal must comply with the conditions specified by the Port Authority. Where the Port Authority does not specify any conditions, the requirements of Section 10 of AS 3846.

Terminal operator for Bulk Liquid Berth Training Requirements

- (7) A terminal operator handling flammable dangerous goods at a Bulk Liquid Berth must comply with the conditions specified by the Port Authority. Where the Port Authority does not specify any conditions, the requirements of Appendix G in AS 3846 apply.
- (8) A terminal operator handling flammable liquids at a Bulk Liquid Berth must comply with the conditions specified by the Port Authority. Where the Port Authority does not specify any conditions, the requirements for fire fighting resources as described in clause 10.5 of AS 3846 apply.
- (9) All personnel involved in the transfer of cargo at a Bulk Liquid Berth must have undertaken:
 - (i) Training, in accordance with Chapter 1.3 of the IMDG code, approved by AMSA.
 - (ii) In addition a “Shore Officer Safety Course” as deemed appropriate by the Port Authority, but not limited in content to:
 - Planning for the transfer of cargo, including compatibility of cargoes during transfer operations.
 - What is segregated ballast
 - What are inert gas systems
 - What you should know about ship’s piping and pumping systems and pumproom safety procedures
 - Typical ship design limitations that effect you
 - “OCIMF” manifold arrangements
 - What you need to know about ship’s mooring systems
 - What you need to know about providing a safe access to and from the ship
 - What you should know about charter parties
 - What you should know about “Gas Tankers”
 - What you should know about “Chemical Tankers”
 - What you need to know about the ship/shore safety and operational agreement

Appendix 1: Dangerous Goods Limitations

Class 1 Explosives Quantity Limitation (Standard Limit)

Berths (See Note A)	Separation Distance to “Protected Place” (See Note B)	Net Explosive Quantity (NEQ) Permitted Aboard Ship (kilograms) (See Notes B, C & E)			
		Classes 1.1, 1.5 & 1.6 (See Note D)	Class 1.2	Class 1.3	Class 1.4
1, 1A, 2, 2A & 3 Brotherson Dock	100 metres	572	572	3,608	85,000
5, 5A & 6 Brotherson Dock	100 metres	572	572	3,608	85,000
4 Brotherson Dock	On application		-	-	85,000

Separation distances to “Protected Place” include the accommodation block of another vessel

Notes

- a) No berth in the ports, other than those listed above, has approval for handling explosives.
- b) The separation distance nominated (and the corresponding allowable NEQ) must be reduced to the distance from accommodation quarters on other ships, if present at nearby berths.
- c) Where a ship is carrying explosives of more than one sub-class, the total net weight of explosives which may be permitted is the weight applying to the most restrictive sub-class aboard in the order 1.1 (most dangerous), 1.5, 1.2, 1.3, 1.6 and 1.4 (least dangerous).
- d) For one type of article of Division 1.6, the total NEQ shall be that of one article. Where different types of articles of Division 1.6 are involved, the total NEQ of all articles shall be used.
- e) The separation distances can sometimes be increased (depending on ship's location in berth), and so a larger quantity of explosives may be permissible upon application.

Class 1 Explosives Quantity Limitation for Imports & Export Cargo (Special Limit)

Special Permission Required

Berths (See Note A)	Separation Distances to "Protected Place" (See Note B)	Net Explosive Quantity (NEQ) permitted aboard ship (kilograms) (See Notes B, C & E)			
		Classes 1.1, 1.5, 1.6 (See Note D)	Class 1.2	Class 1.3	Class 1.4
2 & 5 Brotherson Dock	200 metres	1590	1740	30,000	Unlimited
1 & 6 Brotherson Dock	210 metres	1590	1740	36,000	Unlimited
3 & 4 Brotherson Dock	On application	-	-	-	Unlimited

Separation distances to "Protected Place" include the accommodation block of another vessel

Special Permission Required

The special permission requirements are detailed in "Explosive in Port Areas" requirements (page 7 of this document)

Notes

- a) No berth in the ports, other than those listed above, has approval for handling explosives.
- b) The separation distance nominated (and the corresponding allowable NEQ) must be reduced to the distance from accommodation quarters on other ships, if present at nearby berths.
- c) Where a ship is carrying explosives of more than one sub-class, the total net weight of explosives which may be permitted is the weight applying to the most restrictive sub-class aboard in the order 1.1 (most dangerous), 1.5, 1.2, 1.3, 1.6 and 1.4 (least dangerous).
- d) For one type of article of Division 1.6, the total NEQ shall be that of one article. Where different types of articles of Division 1.6 are involved, the total NEQ of all articles shall be used.
- e) The separation distances can sometimes be increased (depending on ship's location in berth), and so a larger quantity of explosives may be permissible upon application.

Class 1 Explosives Quantity Limitation for Transit Cargo (Special Limit)

Special Permission Required

Berths (See Note A)	Separation Distances to “Protected Place” (See Note B)	Net Explosive Quantity (NEQ) permitted aboard ship (kilograms) (See Notes B, C & E)			
		Classes 1.1 (See Note D)	Class 1.2	Class 1.5	Class 1.6
2 & 5 Brotherson Dock	100 metres				
3 & 6 Brotherson Dock	100 metres	572	572	572	572
1 Brotherson Dock	100 metres	572	572	572	572
4 Brotherson Dock	100 metres	572	572	572	572

Separation distances to “Protected Place” include the accommodation block of another vessel

Special Permission Required

The special permission requirements are detailed in “Explosive in Port Areas” requirements (page 7 of this document)

Notes

- No berth in the ports, other than those listed above, has approval for handling explosives.
- The separation distance nominated (and the corresponding allowable NEQ) must be reduced to the distance from accommodation quarters on other ships, if present at nearby berths.
- Where a ship is carrying explosives of more than one sub-class, the total net weight of explosives which may be permitted is the weight applying to the most restrictive sub-class aboard in the order 1.1 (most dangerous), 1.5, 1.2, 1.3, 1.6 and 1.4 (least dangerous).
- For one type of article of Division 1.6, the total NEQ shall be that of one article. Where different types of articles of Division 1.6 are involved, the total NEQ of all articles shall be used.
- The separation distances can sometimes be increased (depending on ship's location in berth), and so a larger quantity of explosives may be permissible upon application.

Berth and Vessel Limitations

OXIDISING SUBSTANCES (CLASS 5.1)

The aggregate quantity of Dangerous Goods of Class 5.1, Packing Group I (PG 1), Ammonium Nitrate (UN No.'s 1942, 2067, 2426 and 3375) and/or Calcium Hypochlorite (UN No.'s 1748,2880, 3485 and 3487) to be handled at any one time at an ordinary berth in approved freight container units shall not exceed 400 tonnes.

An additional quantity not exceeding 1000 tonnes may be conveyed on a ship at an ordinary berth as through cargo (i.e. cargo remaining on board). Such quantities shall be packed in freight containers, flexible bulk containers or other packaging, or packed in bulk in a freight container. Any special requirements specified by the Sydney Ports shall be complied with.

Note:

Sydney Ports may require that any cargo space in which ammonium nitrate or calcium hypochlorite or Class 5.1, PG 1 goods is stowed as through cargo remains closed while the ship is at the berth. This matter must be discussed with Sydney Ports at least 24 hours prior to the vessel entering port and preferably prior to the goods being loaded.

Berth Limits for Ammonium Nitrate and/or Calcium Hypochlorite

Berths	Ammonium Nitrate	Calcium Hypochlorite	Combination of Ammonium Nitrate And Calcium Hypochlorite
1 Brotherson Dock	400 tonne	400 tonne	400 tonne
1A Brotherson Dock	400 tonne	400 tonne	400 tonne
2 Brotherson Dock	400 tonne	400 tonne	400 tonne
2A Brotherson Dock	400 tonne	400 tonne	400 tonne
3 Brotherson Dock	400 tonne	400 tonne	400 tonne
4 Brotherson Dock	400 tonne	400 tonne	400 tonne
5 Brotherson Dock	400 tonne	400 tonne	400 tonne
5A Brotherson Dock	400 tonne	400 tonne	400 tonne
6 Brotherson Dock	400 tonne	400 tonne	400 tonne

Note:

Patrick: 1 - 3 Brotherson Dock inclusive
 DP World: 4 - 6 Brotherson Dock inclusive

Appendix 2: Separation Distances Between Closed Containers Carrying Dangerous Goods

Distances in metres

Since the properties of substances or articles within each class may vary greatly, the individual schedules should always be consulted for particular requirements for segregation as these take precedence over the general requirements.

Segregation should also take account of a single subsidiary risk label. Where separation is required, containers must not be stored in the same vertical line.

Class		1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	8	9
Explosives	1.4	*	S	O	O	S	S	S	S	S	S	O	S	O
Flammable Gases	2.1	S	O	O	O	S	O	S	O	S	S	O	O	O
Non-Toxic, Non-Flammable Gases	2.2	O	O	O	O	O	O	O	O	O	O	O	O	O
Poisonous Gases	2.3	O	O	O	O	S	O	S	O	O	S	O	O	O
Flammable Liquids	3	S	S	O	S	O	O	S	O	S	S	O	O	O
Flammable Solids	4.1	S	O	O	O	O	O	O	O	O	S	O	O	O
Spontaneously Combustible Substances	4.2	S	S	O	S	S	O	O	O	S	S	O	O	O
Substances which are Dangerous when Wet	4.3	S	O	O	O	O	O	O	O	S	S	O	O	O
Oxidizing Substances	5.1	S	S	O	O	S	O	S	S	O	S	O	S	O
Organic Peroxides	5.2	S	S	O	S	S	S	S	S	S	O	O	S	O
Poisons	6.1	O	O	O	O	O	O	O	O	O	O	O	O	O
Corrosives	8	S	O	O	O	O	O	O	O	S	S	O	O	O
Miscellaneous	9	O	O	O	O	O	O	O	O	O	O	O	O	O

*	See Section 7.2.7.2 of the IMDG Code for segregation within Class 1.
O	No segregation necessary
S	In open areas, 3m separation required
S	In sheds, 6m separation required

Appendix 3: Dangerous Goods Exemption Process

Please note that Sydney Ports remains the approving authority for dangerous goods. Therefore, dangerous goods exemptions are **ONLY** valid when confirmation has been obtained from Sydney Ports in writing.

Currently two types of dangerous goods exemption exist:

- a) permitted time periods on the terminal and
- b) lodgement requirements (24 hours and 48 hours prior):

Permitted Time Period

The first exemption is from the permitted time period on the terminal. Where you are seeking consent for the dangerous goods to exceed the permitted time allowed for those dangerous goods as following:

- 1) Discuss directly with the stevedore, if your dangerous goods exemption request can be accommodated by them.
 - Both DP World and Patrick require your exemption application to be in writing and the dangerous goods application template for exemptions from the permitted time period on the terminal is also available on Sydney Ports web page:
http://www.sydneyports.com.au/port_operations/dangerous_goods_un_lookup
 - Exemption application will only be processed by the stevedore using the available templates only.
 - You will need to complete the application template and then email your completed application to the appropriate stevedore. Please ensure that all the fields on the template are completed as incomplete data fields will only result in your application being returned to you for completion and therefore adding delays.
 - After receiving confirmation from the stevedore in writing proceed to point 2.
- 2) Only after reaching an agreement with the stevedore, apply for your dangerous goods exemption from Sydney Ports, online in *ShIPS*.
- 3) The stevedore will also advise Sydney Ports by email of the agreement reached.
- 4) Sydney Ports will process the dangerous goods exemption application after receiving:
 - a. Confirmation email from the stevedore of your agreement details, and
 - b. Application in *ShIPS*
- 5) Sydney Ports will advise you of the determination of your dangerous goods exemption application, by email.
- 6) A help document on how to apply for an exemption or edit an existing exemption request is located in Appendix 5.

Please refrain from copying Sydney Ports into your application for a dangerous goods exemption to the stevedore. However, please ensure when receiving advise from the stevedore on your dangerous goods exemption application ensure that Sydney Ports is also notified prior to going on line in “ShIPS” and making your dangerous goods exemption application.

Vessel delay Notification

- 7) In the situation where you have an exemption from the permitted time period on the terminal, and that exemption has already been approved and then you receive a notification of the vessel being delayed.
- 8) In a new exemption application only apply for the time period of the vessel delay.
- 9) This time period in the new application will be added onto your existing exemption and therefore your combined exemption period is then covered.
- 10) When receiving an email advice from the shipping line via “*ShIPS*” regarding a vessel change in the ETA and/or ETD. Only apply directly on line in “*ShIPS*” for any dangerous goods exemptions where applicable from the permitted time period on the terminal.
- 11) No need to apply with the terminal operator (stevedore) for their concurrence under these circumstances only.

Lodgement Requirements

1) IMPORT, TRANSHIPMENT & EXPORT CARGO

No need to apply with the terminal operator (stevedore) for their concurrence under these circumstances only.

- Apply for your dangerous goods exemption from Sydney Ports, online in *ShIPS*.
- In the reason why you need clarify you are seeking an exemption from the lodgement rule (time requirements).
- Sydney Ports will process the dangerous goods exemption application after receiving application in *ShIPS*.
- Sydney Ports will advise you of the determination of your dangerous goods exemption application, by E-mail (automated by *ShIPS*) when your exemption application has been processed.
- A help document on how to apply for an exemption or edit an existing exemption request is located in Appendix 5

2) TRANSIT CARGO

No need to apply with the terminal operator (stevedore) for their concurrence under these circumstances only.

In *ShIPS* you can apply on line for an exemption from the lodgement criteria by selecting the button “Create Transit Exemption”. Then select the button “Apply for exemption”, then filling in the reason for your application and the above principals for lodgement exemptions apply.

Appendix 4: Dangerous Goods Lodgement

INTRODUCTION

Once your organisation (company) has successfully completed the application process and has obtained a active registered company status in Sydney Ports “*ShIPS*” system. Your company is allocated with a company code for *ShIPS*. However, during the registration process your organisation was required to nominate a “primary contact and/or secondary primary contact” for your organisation internal management of *ShIPS* users accountants.

The primary contact and/or secondary primary contact can create and/or terminate a user accounts for that nominated company in *ShIPS*.

The company code for the user making a DG lodgement will be thereafter shown as the applicant for that lodgement and only users from that company will be able to access the details for the lodgement and edit or delete them or to later apply for an exemption for any containers or break bulk items in the lodgement.

In the event that you cannot locate a vessel in *ShIPS* you need to contact the vessel operator and ensure they have entered the vessel movement into *ShIPS*.

When creating a lodgement for a container in *ShIPS* a consignee/or details can be attached to the goods and consequently as many consignee/ors as there are goods can be entered into a container.

Help guidance material are located in this document, please refer to the “Index” for details.

Section A: Create Lodgement

A1. MOVING BETWEEN DIFFERENT TABS

When you first open *ShIPS* (default setting to “HOME” page) please note the orange coloured “Tabs” located at the top of the screen.

The screen image below is of the “Movement” screen with the tab showing in white colour.

To change from the movement screen to the dangerous goods screen, please position mouse pointer over the Orange tab “Dangerous Goods” and left mouse click (once only).

Figure 1

The screenshot shows the 'MOVEMENTS' tab selected in the top navigation bar. The page title is 'Page Name : CBS.frmMovementSchedule (20/02/2008 15:38:45)'. The date is 'Wednesday, 20 February 2008'. Tides information is provided for Sydney and Botany. A 'Port' dropdown is set to 'All'. A summary bar indicates 'Movements: 152, Movements Allowed: 350'. Below this is a table with columns: Date/Time, Vessel Name, From, To, SideTo, Agent, A DG, L B W Q, HC Tugs, TC Line, L P S. The table lists various vessels like HMAS MANOORA, HMAS KANIMBLA, HMNZS TE MANA, HMAS SIRIUS, CAP FLINDERS, VEGA GOTLAND, MSC KRITTIKA, ALEXANDRA PARK, OOCL SYDNEY, Harbour Trader, LEONIS, GOLDEN DENISE, TRANS FUTURE 7, and KAMAKURA. At the bottom, there are buttons for 'Actuals', 'Work', 'Bunker', 'DG Lodge', 'DG Exempt', 'Service', 'Limitations', 'Hazchem', 'Declaration', 'Event', 'Edit Declaration', and 'Berth Approval History'.

You will notice that irrespective of the movement direction (i.e. Arrival, Departure or Removal), originally selected on the Movement or Dangerous Goods schedules, that all cargo direction possibilities for the vessel’s entire port visit are now presented for selection. This allows greater efficiency of the lodgement process as, for example, even if the user has erroneously selected the departure movement, the import cargo direction can now be selected without having to move back through several screens.

The company code for the user making a DG lodgement will be thereafter shown as the applicant for that lodgement and only users from that company will be able to access the details for the lodgement and edit or delete them or to later apply for an exemption for any containers or break-bulk items in the lodgement (see separate help document).

A 2: SELECT THE VESSEL

Screen below is of the “Dangerous Goods” tab changed to white once selected (see Figure 2). Now select the required vessel movement (remember are you looking for the inbound vessel movement for Import, Transit and Transhipment cargo, or the outbound for Export cargo movements).

Lodge your dangerous goods by placing the cursor along the vessel, note the vessel will now be highlighted to orange in colour (Kookaburra 1) being the inbound vessel movement. Place your mouse pointer in the vessel row in a blank area (in the column DG Exempt) and left mouse click (once only). Now go to bottom of the screen and select “Create Lodge” and left mouse click (once only).

Figure 2

The screenshot shows the 'DANGEROUS GOODS' tab selected in a web application. The page title is 'Page Name : DGS.frmDgMovementSchedule (27/02/2008 11:19:22)'. The date is Wednesday, 27 February 2008. A message prompts the user to fill in Start and Finish Date fields and click the Filter button. The Start Date is 27/02/2008 and the Finish Date is 04/03/2008. The Vessel Name is set to 'All Vessels'. Below this is a table of movements with 93 total movements allowed. The table has columns for Date/Time, Vessel Name, From, To, DG Exempt, DG Lodge, Hazchem, Limit, Dec, Status, and Agent. The 'KOOKABURRA 1' vessel is highlighted in orange. At the bottom, there is a toolbar with buttons for 'Create Lodge', 'View Lodge', 'Create Exempt', 'View Exempt', 'Declaration', 'View Storage Devices', 'Edit Declaration', 'Limitations', 'Hazchem', 'EDI Match', 'Admin', and 'Send DG Email'.

Date/Time	Vessel Name	From	To	DG Exempt	DG Lodge	Hazchem	Limit	Dec	Status	Agent
27/02/2008 00:46	KOOKABURRA 1	aumel	1ABD		Y		L	D	C	ANL
27/02/2008 03:19	ANL EXPLORER	aumel	6BD		Y			D	C	ANL
27/02/2008 06:01	HYUNDAI CHALLENGER	1BD	aubne		Y			D	C	HET
27/02/2008 10:30	FORMOSA TWELVE	GOR1	ausyd			3[Z](N)		D	F	BWL
27/02/2008 10:50	MSC CLAUDIA	aumel	1BD		Y			D	C	MSC
27/02/2008 11:30	MSC CALEDONIEN	aubne	3BD		Y			D	F	MSC
27/02/2008 12:30	ASTRAL EXPRESS	aubtb	GOR1		Y	3[Y]E(N)		D	F	BWL
27/02/2008 14:00	SITEAM ANJA	BLB1	ausyd			3[Y]E(N)		D	F	BWL
27/02/2008 14:30	KOOKABURRA 1	1ABD	aubne		Y		L	D	A	ANL
27/02/2008 15:30	HANSA FLENSBURG	2BD	aumel		Y			D	F	ISS
27/02/2008 15:30	CAP BEATRICE	nztrg	2BD		Y			D	F	HSD
27/02/2008 16:00	ROYAL CRYSTAL 7	WHT4	aubne			NIL(F)		D	F	BWL
27/02/2008 17:30	SINOTRANS SHANGHAI	aubne	2ABD		Y			D	F	MIS
27/02/2008 19:30	ANAFI	aumel	5BD		Y			D	F	ISS
27/02/2008 21:00	STOLT SUISEN	auntl	BLB1		Y	3[Z](N)		D	F	BWL
27/02/2008 22:00	ANL EXPLORER	6BD	aubne	A	Y			D	E	ANL
27/02/2008 22:00	WANA BHUM	aubne	4BD		Y			D	F	RCL

Note that the buttons located at the bottom of the screen vary with your access you have in granted

A3 SPECIFY CARGO DIRECTION

The lodgement process starts with specifying the cargo direction using the dropdown box (see Figure 3) left mouse click (once only).

Figure 3

Select from the drop down list the appropriate cargo direction by placing your mouse pointer over the top of “Cargo Direction/berth/Stevedore” and left mouse click (once only). Note all available options for this vessel visit are available.

Figure 3a

Now insert in the field “Applicant” your company code (i.e. SPC) see figure 3B

Figure 3b

A4: ADD CONTAINER NUMBER

Now enter in the “Storage Type” the storage device identifier (Figure 4 under the heading “Please select storage type”), be it a container number, break-bulk identifier or tank designation, must be unique for that cargo direction i.e. the same identifier can, for example, be entered for both the import and export, or export and transit, or import and transit directions but only once in each. Anyone who subsequently uses the same storage device identifier for the same cargo direction will be shown a duplicate storage device error message which will indicate that the identifier has already been used in a previous lodgement.

Note: The container identification (container number) must be entered as a continuous string (without any gaps and/or blanks within the container number string regardless of the number of characters). In the event that gaps and/or blanks are included within the container number, this will be treated as a non lodgement.

Figure 4

Page Name : DGS.frmBuildCreateEditLodgements (04/03/2008 11:28:54) [Print](#)

Update Dangerous Goods Lodgement for CARDONIA

Vessel Name: CARDONIA	Vessel Type: Container Vessel	Voyage No: 808S
Berth: BROTHERSON DOCK 1	ETA: 04/03/2008 00:26	ETD: 05/03/2008 06:00
Principal Agent: ISS	Booking Applicant: Jake Gudgad	Contact Phone: 0407484238

Cargo Direction/Berth/Stevedore: Import - 1BD - Arriving 04/03/2008 00:26 - PATRICK STEVEDORES OPERATIONS NO 2 PTY LTD

* Applicant: HET

Cargo Direction is Import

Please select storage type:

Storage Type: Container

[Add Container/BL](#)

If it is necessary to determine the previous applicant, this can be obtained using the *Container Enquiry Report* under the *Reports* tab. After entering the storage device identifier click “*Search*” and then, if the identifier has been used on more than one vessel visit, choose the correct vessel and visit arrival date and then click on the storage device identifier at the left of that row. The resulting detailed report will show the vessel voyage No and applicant company code as well as a summary of the goods in the storage device.

A container id must be at least two alpha characters followed by at least two numbers. Break-bulk and tank identifiers may be any alphanumeric character string.

Storage Type

Now select the “Storage type”.

A drop down list appears with three options to select from being: “*Container*”, “*Break Bulk*” and “*Bulk Liquid*”

Figure 4a

Cargo Direction/Berth/Stevedore: Import - 1BD - Arriving 04/03/2008 00:26 - PATRICK STEVEDORES OPERATIONS NO 2 PTY LTD

* Applicant: HET

Cargo Direction is Import

Please select storage type:

Storage Type: Container

[Add Container/BL](#)

- Container
- Break Bulk
- Bulk Liquid

In the examples “*Container*”, selected as the storage type.

Note: A tanktainer should be entered as a “*Container*” (packaging type – tank (see later under goods entry) and not as a “*Bulk Liquid*” which is intended for tanker vessels.

Add Container/BL

The following three screens (4b, 4c & 4d) are representing “Container”, “Break Bulk” and “Bulk Liquid” after clicking on the “Add Container/BL”.

Figure 4b Storage Device Form for “Container”.

The screenshot shows the 'Container' storage device form. At the top, it says 'Please select storage type:' with a dropdown menu set to 'Container'. Below this is an 'Add Container/BL' button. The main form area is titled 'Container 1' and includes the following fields:

- *Container Id: spcd1234567
- *Container ISO Code: 2200 (highlighted with a red box and an arrow pointing to it from the text 'New field "Container ISO Code"')
- Agent View: Three radio buttons, each followed by a description field and a '-- Description --' label.
- Search: A search button followed by a '-- History --' dropdown menu.
- * Port of Loading: A search button followed by a '-- History --' dropdown menu.

 The form also shows 'Exemption: Not Applied For' and 'Status: TBA'.

Figure 4c: Storage Device Form for “Break Bulk”.

The screenshot shows the 'Break Bulk' storage device form. At the top, it says 'Please select storage type:' with a dropdown menu set to 'Break Bulk'. Below this is an 'Add Container/BL' button. The main form area is titled 'Break Bulk 1' and includes the following fields:

- * Break Bulk Id: GB007
- Agent View: Three radio buttons, each followed by a description field and a '-- Description --' label.
- Search: A search button followed by a '-- History --' dropdown menu.
- * Port of Loading: A search button followed by a '-- History --' dropdown menu.
- * Port of Discharge: Botany Bay
- Transport: -- Select -- dropdown menu.

 The form also shows 'Exemption: Not Applied For' and 'Status: Red'. At the bottom, there are buttons for 'Delete Break Bulk', 'Add Goods', 'Finish', 'Copy onto New Container/BL', 'Add Container/BL', 'Save Current Lodgement & Copy', and 'Cancel'.

Figure 4d Storage Device Form for “Bulk Liquid”.

The screenshot shows the 'Bulk Liquid' storage device form. At the top, it says 'Please select storage type:' with a dropdown menu set to 'Bulk Liquid'. Below this is an 'Add Container/BL' button. The main form area is titled 'Break Bulk 1' and includes the following fields:

- * Break Bulk Id: GB007
- Agent View: Three radio buttons, each followed by a description field and a '-- Description --' label.
- Search: A search button followed by a '-- History --' dropdown menu.
- * Port of Loading: A search button followed by a '-- History --' dropdown menu.
- * Port of Discharge: Botany Bay
- Transport: -- Select -- dropdown menu.

 The form also shows 'Exemption: Not Applied For' and 'Status: Red'. At the bottom, there are buttons for 'Delete Break Bulk', 'Add Goods', 'Finish', 'Copy onto New Container/BL', 'Add Container/BL', 'Save Current Lodgement & Copy', and 'Cancel'.

The **Agent View** fields (for containers and break-bulk) are optional. There have been three entries allowed for Agent View to give viewing rights to three other companies. Currently only codes for companies registered as Shipping Agents can be used but consideration is being given to opening this function up to all companies.

Port of Loading and Port of Discharge

On the storage device form, entries for **Port of Loading** (POL) and **Port of Discharge** (POD) are mandatory. For POL and POD the codes for the port need to be entered.

Figure 4e

The screenshot shows a web form titled 'Break Bulk 1' with the following elements:

- Header: 'Cargo Direction is Import' and 'Please select storage type:'. 'Storage Type' is set to 'Bulk Liquid'.
- Buttons: 'Add Container/BL'.
- Section: 'Break Bulk 1' with 'Exemption: Not Applied For' and 'Status: Red'.
- Field: '* Break Bulk Id: GB007'.
- Field: 'Agent View' with three radio buttons and three 'Description' labels.
- Field: 'Search' with a dropdown menu for 'History'.
- Field: '* Port of Loading:' with a 'Search' button and a 'History' dropdown.
- Field: '* Port of Discharge: Botany Bay'.
- Field: 'Transport: -- Select --'.
- Buttons: 'Delete Break Bulk' and 'Add Goods'.
- Footer: 'Finish', 'Copy onto New Container/BL', 'Add Container/BL', 'Save Current Lodgement & Copy', and 'Cancel'.

If the cargo direction had been selected as import so the POD has automatically defaulted to the port of berthing (i.e. Botany Bay), for exports the POL automatically defaults

A "Search" facility is provided for Agent View, POL and POD (Figure 4f) where the correct code is not known but the name of the company or port is known.

Figure 4f

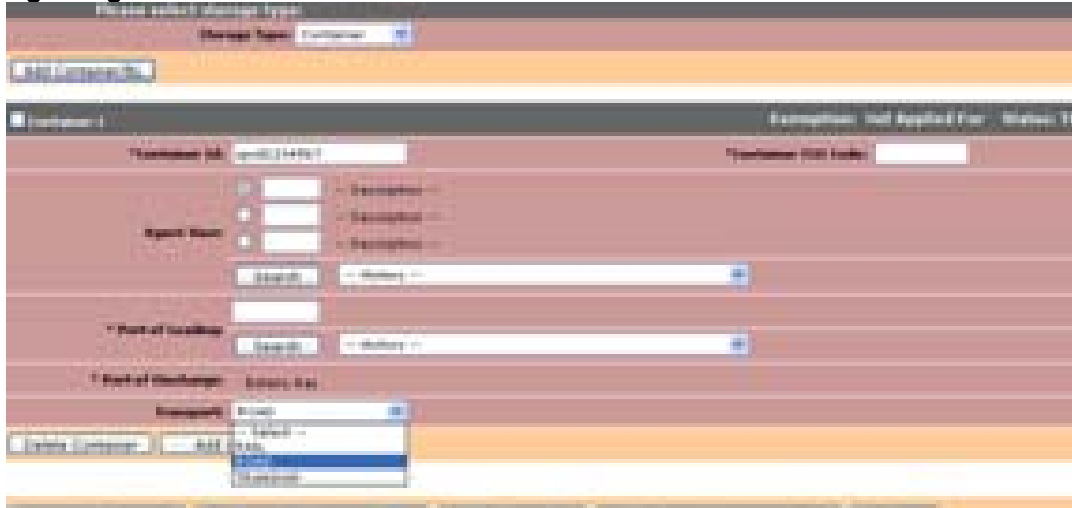
The screenshot shows a 'Search Port Name/Code' dialog box with the following elements:

- Title: 'ShiPS - Search Port Name/Code -- Web Page Dialog'.
- Page Name: 'COMMON.frmSearchPort (05/03/2008 14:30:44)'.
- Section: 'Search Port Name or Code' with '* Mandatory'.
- Field: 'Enter Port Name Keyword (s):'.
- Field: 'And/Or'.
- Field: 'Enter Port Code:'.
- Buttons: 'Search' and 'Cancel Search'.
- Footer: 'http://ships.sydneyports.com.au/secure/Common/frmSearchPort.aspx' and 'Local intranet'.

Transport Mode

Transport is a mandatory field for containers (tanktainers) and break-bulk. Under transport “*TRANSHIP*” is to be used for containers coming in as import and then staying on the terminal to wait to be exported on a different vessel figure 4g

Figure 4g

The image shows a screenshot of a web application interface for container management. At the top, there's a header with a search bar and a 'Storage Type' dropdown set to 'Container'. Below this is a main form area with several input fields. The 'Container ID' field contains '12345678'. To its right is a 'Container (UIC) Code' field. Below these are three rows of 'Transport Mode' dropdown menus, each with a 'History' button next to it. The first dropdown is open, showing a list of options including 'TRANSHIP'. At the bottom of the form, there are buttons for 'Add Goods' and 'Cancel'. The interface has a light blue and white color scheme.

Note: If the containers are to remain on the terminal in excess of the permitted time period on the terminal an exemption must be applied for before exceeding the permitted time period and preferably at the time of lodging the container. This allows time for the exemption application to be processed and time to arrange transport from the terminal if the exemption application is rejected.

Additionally a feature has been added for these fields called “*History*” which stores in a dropdown box the last ten codes used. If some codes are used frequently but can’t be remembered to type the code in directly, then the code may be accessed faster from the history than the search process.

After all the container details have been entered, click the “Add Goods” button to enter details about the goods in the container.

A 5 ADD GOODS

After clicking the “Add Goods” button, a goods form appropriate to the type of storage device will be displayed for “Container” and “Break-Bulk” or “Bulk Liquid” storage types respectively.

The UN number may be entered directly or the search facility can be used if only the description of the goods is known. If the UN number is entered directly (as in **Figure 5**, below) pressing “Enter” or “Tab” will display the search results screen (see **Figure 5a**).

Figure 5

The screenshot shows a web form for adding goods. At the top, there are buttons for "Delete Container" and "Add Goods". Below this, the form displays "Goods no 1.1 Container ID: spcd1234567" and "Container Status: TBA, Goods Status: TBA". The form contains several input fields:

- * UN No.: [Search] []
- Class: [] [] []
- Packing Group: []
- Sub Risk: []
- Flash Point: [] °C
- Schedule: []
- Proper Shipping Name: []
- Technical Name: []
- * Net Weight: [] KG
- Net Explosive Quantity (for Class 1 only): [] KG

 A callout box with a red border and black text points to the "Net Explosive Quantity" field, stating: "Net Explosive Quantity required for Class One ONLY". Below these fields, there is a section for "Are the goods stored in ISO Tank" with radio buttons for "Yes" and "No". At the bottom, there is a table for "Inner Packaging Types" with columns for "Number", "Packaging Capacity", "Unit", and "Status". Each row has a radio button and dropdown menus. A "Search" button and a "History" dropdown are also present.

Figure 5a

The screenshot shows a "Search DG Code -- Web Page Dialog" window. The title bar says "ShIPS - Search DG Code -- Web Page Dialog". The page name is "COMMON.frmSearchDgCode (14/10/2008 07:28:54)". The dialog is titled "Search UN No." and contains the following search criteria:

- Enter Keyword(s): []
- And/Or
- Enter UNDG No.: []
- Are the Goods declared in shipping document to be in Limited Qty: Yes No
- Please select the packing group: PG I PG II PG III No Packing Group Assigned

 At the bottom, there are "Search" and "Cancel Search" buttons.

Note the limited quantities question, only select limited quantities if so stated on the intermodal documentation. Also need to select packing group

Where more than one entry is possible for the given UN number then it will be necessary to select the correct row of information (see **Figure 5a**) before submitting the details.

Figure 5b

Search Criteria		* Mandatory						
Enter Keyword(s):	<input type="text"/>							
And/Or								
Enter UNDG No.:	<input type="text" value="1175"/>							
Are the Goods declared in shipping document to be in Limited Qty:	<input type="radio"/> Yes <input checked="" type="radio"/> No							
Please select the packing group:	<input type="radio"/> PG I <input checked="" type="radio"/> PG II <input type="radio"/> PG III <input type="radio"/> No Packing Group Assigned							
<input type="button" value="Search"/> <input type="button" value="Cancel Search"/>								
LQ	UN No	Class	Sub Class	Packing Group	Schedule	Proper Shipping Name	Compatibilty	Sub Risk
N	1175	3		II		ETHYLBENZENE (liquid)		

Select the correct row. Before clicking "Select DG Details"

Note that dangerous goods of the same UN number may have numerous listings in *SHIPS* for the same packing group to select from. You need to ensure that you have answered the limited quantities correctly Yes or No. Limited quantities can only be used when the MO41 does state the goods are in limited quantity.

Figure 5c

Search Criteria		* Mandatory						
Enter Keyword(s):	<input type="text"/>							
And/Or								
Enter UNDG No.:	<input type="text" value="1175"/>							
Are the Goods declared in shipping document to be in Limited Qty:	<input type="radio"/> Yes <input checked="" type="radio"/> No							
Please select the packing group:	<input type="radio"/> PG I <input checked="" type="radio"/> PG II <input type="radio"/> PG III <input type="radio"/> No Packing Group Assigned							
<input type="button" value="Search"/> <input type="button" value="Cancel Search"/>								
LQ	UN No	Class	Sub Class	Packing Group	Schedule	Proper Shipping Name	Compatibilty	Sub Risk
N	1175	3		II		ETHYLBENZENE (liquid)		

Only select LQ if stated on the MO41

Figure 5d: “Bulk liquid” Storage Type

Goods no 1.1		
* UN No: <input type="text"/> Search <input type="text"/>	Class: <input type="text"/> , <input type="text"/> <input type="text"/>	Packing Group: <input type="text"/>
<input type="text"/>	Sub Risk: <input type="text"/>	HAZCHEM: <input type="text"/>
<input type="text"/>	Flash Point: <input type="text"/> ° C	Pump To: <input type="text" value="- Select -"/>
Proper Shipping Name: <input type="text"/>		
Technical Name: <input type="text"/>		
* Net Weight <input type="text"/> Tonnes	CAS: <input type="text"/>	
Consignee		
* Company: <input type="text"/>	* Office Tel. No.: <input type="text"/>	
* Contact Name: <input type="text"/>	* 24HR Emergency Tel. No.: <input type="text"/>	
<input type="button" value="Copy Goods"/>	<input type="button" value="Delete Goods"/>	
<input type="button" value="Finish"/> <input type="button" value="Copy onto New Container/BL"/> <input type="button" value="Add Container/BL"/> <input type="button" value="Save Current Lodgement & Copy"/> <input type="button" value="Cancel"/>		

After submitting the DG details the cursor will return to the goods form at the field requiring the next mandatory entry (refer back to **Figure 5d** for goods form details).

- * For class 3 goods a **Flashpoint** will be required. This should be obtained from the documentation and should match the Packing Group selected for the goods.
- * For bulk liquids (refer to **Figure 5c** for goods form) a **Pump to** or **Pump from** selection is required. For Kurnell or Gore Bay transfers, “pipeline” should be selected or “road tanker” or “barge” selected where relevant at non-tanker berths. Specific company identifiers should be used for transfers at the Bulk Liquids Berth only.
- * For Goods requiring an additional description the cursor will move to **Technical Name** where a more detailed description of the goods should be given for goods with generic shipping names. This should be given in the documentation provided. Do not repeat the generic shipping name as it is implied that more description is required to uniquely identify the goods.

Net Weight

The cursor will then move to **Net Weight** where the actual net weight of the goods themselves (minus the weight of the outside packaging) needs to be given (in the case of empty tanktainers for instance this should be only the weight of any residue cargo remaining in the tanktainer). Net Weight is mandatory.

Figure 5e

The screenshot shows a shipping form with the following fields and values:

- Buttons: Delete Container, Add Goods
- Goods no: 1.1 Container ID: spcd1234567 Container Status: TBA, Goods Status: TBA
- * UN No: Search 1175 Class: 3 Packing Group: II
- Not Marine Pollutant Sub Risk:
- Flash Point: ° C Schedule:
- Proper Shipping Name: ETHYLBENZENE (liquid)
- Technical Name:
- * Net Weight KG (circled in red)
- Net Explosive Quantity (for Class 1 only): KG
- Are the goods stored in ISO Tank * Yes No
- * Inner Packaging Types table with columns: Number, Packaging Capacity, Unit, Status
- Search -- History --
- Bill of Lading:
- Consignee

Net Explosive Quantity

Net Explosive Quantity (NEQ) is mandatory if the goods are of class 1 and should be given in kilogram units. This should be less than the net weight. If the goods are not class 1 do not enter anything.

Figure 5F

The screenshot shows the same shipping form as Figure 5e, but with callouts:

- A red arrow points to the Net Explosive Quantity (for Class 1 only) field, which is highlighted with a red box. A callout box contains the text: **Net Explosive Quantity required for Class One ONLY**
- A red arrow points to the "Are the goods stored in ISO Tank" radio buttons. A callout box contains the text: **ISO Tank Select appropriate button**

Note: The fields “Number”, “Packaging Capacity” & “Unit” are mandatory **only for Class 2.3 dangerous goods**.

Figure 5g

Goods no 1.1 Container ID: spcd1234567 Container Status: TBA, Goods Status: TBA

* UN No: 1017 Class: 2 . 3 Packing Group:

Marine Pollutant Sub Risk:

Flash Point: ° C Schedule:

Proper Shipping Name: CHLORINE

Technical Name:

* Net Weight KG Net Explosive Quantity (for Class 1 only): KG

Are the goods stored in ISO Tank / Cylinder / Pressure Drum (for gas) * Yes No

	Number	Packaging Capacity	Unit	Status
<input checked="" type="radio"/> TY Tank, cylindrical	1	22000	Litres	Full
<input type="radio"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	- Select -	- Select -
<input type="radio"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	- Select -	- Select -

* Inner Packaging Types: -- History --

Bill of Lading:

The **Inner Packaging Type** for containers and break-bulk is a description of the inner packaging of the goods and is entered as an alpha code. It may be either direct entered or the “Search” or “History” facilities may be used to find the correct code. Inner Packaging Type is mandatory.

Figure 5h

Delete Container Add Goods

Goods no 1.1 Container ID: spcd1234567 Container Status: TBA, Goods Status: TBA

* UN No: 1175 Class: 3 . Packing Group: II

Not Marine Pollutant Sub Risk:

Flash Point: ° C Schedule:

Proper Shipping Name: ETHYLBENZENE (liquid)

Technical Name:

* Net Weight KG Net Explosive Quantity (for Class 1 only): KG

Are the goods stored in ISO Tank * Yes No

	Number	Packaging Capacity	Unit	Status
<input checked="" type="radio"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	- Select -	- Select -
<input type="radio"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	- Select -	- Select -
<input type="radio"/> <input type="text"/>	<input type="text"/>	<input type="text"/>	- Select -	- Select -

* Inner Packaging Types: -- History --

Bill of Lading:

Consignee

Figure 5i is the search engine in *ShIPS* for the Inner Packaging Types

Figure 5i

ShIPS - Search Inner Packaging Types -- Web Page Dialog

Page Name : COMMON.frmSearchInnerPackagingType (14/10/2008 07:37:00) [Print](#)

Search Inner Packaging Description or Code

Search Criteria * Mandatory

Enter valid Inner Packaging Description Keyword(s): (Enter % to display all possible valid values)

And/Or

Enter valid Inner Packaging Code:

Inner Packaging Code	Inner Packaging Description
3A1	Jerricans-Steel non-removable head
3A2	Jerricans-Steel removable head
3B1	Aluminium jerricans, non-removable head
3B2	Aluminium jerricans, removable head
3H1	Jerricans-Plastics non-removable head
3H2	Jerricans-Plastics removable head
3N1	Metal jerricans, non-removable head
3N2	Metal jerricans, removable head

Note that the alpha code and the description field is automatically populated. Select the appropriate line and click on "Select Inner Packaging Details"

In figure 5j you will now see the alpha code and the description fields have now been populated. Now from the drop menu "Status" select the appropriate description.

Figure 5j

* UN No: Class: Packing Group:

Not Marine Pollutant Sub Risk:

Flash Point: °C Schedule:

Proper Shipping Name:

Technical Name:

* Net Weight KG Net Explosive Quantity (for Class 1 only): KG

Are the goods stored in ISO Tank * Yes No

	Number	Packaging Capacity	Unit	Status
* Inner Packaging Types:	<input type="radio"/> 3A1	<input type="text" value="Jerricans-Steel non-removable head"/>	<input type="text" value="- Select -"/>	<input type="text" value="Residue Only"/>
	<input type="radio"/>	<input type="text"/>	<input type="text" value="- Select -"/>	<input type="text" value="- Select -"/>
	<input type="radio"/>	<input type="text"/>	<input type="text" value="- Select -"/>	<input type="text" value="- Select -"/>

Note that when you revert back to the same screen, check at the top of the screen for error message as per figure 5k

Figure 5k

Page Name : DGS.frmBuildCreateEditLodgements (14/10/2008 08:54:22) [Print](#)

Create Dangerous Goods Lodgement for CAP SPENCER

Container ISO Code Missing: <go to error>

Vessel Name: CAP SPENCER	Vessel Type: Container Vessel	Voyage No: 989N
Berth: BROTHERSON DOCK 1A	ETA: 14/10/2008 13:00	ETD: 15/10/2008 09:00
Principal Agent: ANL	Booking Applicant: Zariyab Nabi	Contact Phone: 0412556427

Cargo Direction/Berth/Stevedore: Import - BROTHERSON DOCK 1A - Arriving 14/10/2008 13:00 - PATRICK

* Applicant:

Cargo Direction is Import

Please select storage type:

Storage Type:

Provision has been allowed for entry of the **Bill of Lading** for containers but this is optional. Provision has been allowed for the entry of the **CAS** number, as a unique identifier for bulk liquids but this optional.

The remaining mandatory data required to be entered are the **Consignee's** details (for imports) or the **Consignor's** details for exports. In the case of the consignor's details for containerised cargo these should be obtained from the Multimodal form (MO41) required to be placed on the vessel. The 24 hour emergency contact phone number may be needed to quickly ascertain more information about the product in the case of fire or a leaking container and should be a number that will be answered after hours.

A6: CONTINUE ADDING GOODS

To continue adding goods to a container, click the "Add Goods" button to repeat section 5 above.

A7: COPYING GOODS

As a shortcut two other options are available. To add the same goods but with different consignee/or details click the "Copy Goods" button, this will retain all the previous DG details, allowing for the weight to be changed if necessary but require new consignee/or details to be entered.

A8: COPYING CONSIGNEE/OR DETAILS

To add goods with the same consignee/or details click the "Copy Consignee/or" button, this will allow new goods DG details to be entered but retain the previous consignee/ors details.

A9: EDIT UN NUMBER

To change the UN number which will change the details of the dangerous goods in the container, position mouse pointer over the Orange tab "Edit UN no." and left mouse click (once only). Then repeat the process as described in A5.

A 10: NEW STORAGE DEVICE

To start the entry of a new storage device click the "Add Container/BL" button. This button is found at the bottom of the screen to the right of the finish button or at the top of the screen in the storage type selection form. This repeats the process from section 3 above. If you need to change the storage type for the next storage device, for example if entering a break-bulk consignment after entering containers, you will need to change the storage type selection at the top of the screen before clicking the "Add Container/BL" button.

A 11: SAVING THE LODGEMENT

A11. When all the lodgement details have been entered it is necessary to save them. This can be done by clicking the "Finish" button at the bottom left of the screen which will return the user to the View Lodge screen to allow other create or edit lodgements to be undertaken. Also it is possible to save the current lodgement details and move straight into copying them to another movement or vessel by clicking the "Save Current Lodgement and Copy" button. The copy process that follows on from this point is described later in the Copy Lodgement section.

Section B: Edit Lodgement

To edit a lodgement after it has been created.

B1: SELECT VESSEL MOVEMENT

Select the appropriate vessel movement for the cargo direction (arrival for imports or transit cargo and departure for export cargo). Click the “DG Lodge” button on the Movement schedule or the “View Lodge” button on the Dangerous Goods schedule. This will display the View lodge screen.

B2: SELECT LODGEMENT

Once on the View Lodge screen, select the lodgement that you wish to edit and then click the “Edit Lodgement” button. If you wish to copy all or part of a lodgement, select the lodgement and click the “Copy Lodgement” button (see Copy Lodgement section for the description of the process).

B3: EDITING THE LODGEMENT

The Edit Lodgement screen will be displayed and you can then position the cursor on the information you wish to change. You cannot change the **UN number** of goods under the edit process but you can change the Storage Device ID or any of the other fields that have been user entered (not any that have been derived from the UN number).

To effectively change the UN number of goods (or any of the details derived from the UN number i.e. Packing Group for example) you must delete the goods and re-enter them with the new UN number, then re-select the correct row of detail (e.g., Packing Group) for multiple possible selections and re-submit the DG details.

Hint: If the consignee/or details are to remain the same it will be quicker to use “Copy Consignee/or”. Enter the new DG details, then go back to the goods form with the incorrect DG details and click the “Delete Goods” button.

B4: ADDING/DELETING STORAGE DEVICE

To add a new storage device click the “Add Container/BL” button. A new storage device form will be added at the bottom of the lodgement. To delete an existing storage device, click the “Delete Container” or “Delete Bulk Liquid” or “Delete Break-bulk” button on the relevant storage device form

B5: ADDING/DELETING GOODS

To add new goods to an existing storage device, click the “Add Goods” button on any goods form associated with the storage device. A new goods form will be added to the bottom of that storage device. To delete goods from an existing storage device, click the “Delete Goods” button on the selected goods form.

B6: SAVE CHANGES

After completing any changes to be made, the changes must be saved by clicking on the “Finish” or “Save Current Lodgement and Copy” button.

Section C: Copy Lodgement

C1: INTRODUCTION

This function allows users to copy lodgements onto the same or a different movement for the same or different visit of the same vessel or onto a different vessel. A lodgement can be copied immediately after the Create lodgement process or from the View Lodge screen.

C2: COPYING LODGEMENT AFTER INITIAL CREATION

At the end of the create lodgement process, rather than clicking on the “*Finish*” button, select the good(s) to be copied by clicking the check boxes at the top left of those goods forms to be copied (see **Figure C**) (or alternatively, click the check box at the top left of the storage device form – this selects all the goods in the storage device). Then click the “*Save Current Lodgement and Copy*” button.

Figure C

The screenshot shows a web-based form for 'Goods no 1.1 Container ID: HLXU6574749'. The form includes fields for UN No. (2623), Class (4.1), Packing Group (III), Marine Pollutant, Sub Risk, Flash Point, and Schedule. It also has fields for Proper Shipping Name (FIRELIGHTERS, SOLID) and Technical Name. A section for 'Are the goods stored in ISO Tank' has radio buttons for Yes and No. Below this is a table for 'Inner Packaging Types' with columns for Number, Packaging Capacity, Unit, and Status. The table has three rows, with the first row showing 'CT' in the Number column and 'Carton' in the Packaging Capacity column. At the bottom of the form, there are fields for Bill of Lading, Consignor (Company: GLOBAL FOODS, Contact Name: DIANE HATZITOULOUSIS), and Office Tel. No. (97235066). A footer bar contains buttons for 'Copy Consignee/nor', 'Add Goods', 'Copy Goods', 'Delete Goods', and 'Edit UN No.'.

	Number	Packaging Capacity	Unit	Status
* Inner Packaging Types:	<input checked="" type="radio"/> CT	Carton	- Select -	- Select -
	<input type="radio"/>		- Select -	- Select -
	<input type="radio"/>		- Select -	- Select -

Showing check box in top left of goods form has been selected.

C3: SELECT VESSEL MOVEMENT

The system displays the Dangerous Goods Sub-Movement schedule displaying Movement Date/Time, Vessel Name, From Berth and To Berth for the next 7 days from the current movement. The date range of vessel movement displayed can be changed by changing the dates required and clicking on the “*Filter*” button. The current vessel movement will be initially selected by default.

Select the vessel movement to which the lodgement is to be copied onto (see **Figure Ca**).

Figure Ca

Page Name : DGS.frmDgSubMovementSchedule (06/03/2008 13:07:08)

To display movements for a specific date range please fill in the Start Date and Finish Date fields and click the Filter button.

Start Date: 07/03/2008 Finish Date: 13/03/2008 Filter

Movement Date/Time	Vessel Name	From	To
07/03/2008 05:00	JOSEPHINE MAERSK	5ABD	aumel
07/03/2008 06:30	SANTA FELICITA	5BD	aumel
07/03/2008 06:30	CENTURY RIVER	aubne	KUR3
07/03/2008 07:00	SITEAM ANJA	GOR1	ausyd
07/03/2008 08:30	LION CITY RIVER	bnser	GOR1
07/03/2008 12:00	CANBERRA EXPRESS	aumel	4BD

Cargo Direction/Berth/Stevedore: - Select Cargo Direction - Copy

Cancel

Showing vessel movement selected onto which goods are to be copied.

C4: SELECT CARGO DIRECTION

The cargo direction dropdown list will be highlighted prompting you to select a cargo direction. The cargo direction dropdown list will display all the possible cargo direction/berth combinations for the visit selected (see **Figure Cb**). Select the Cargo Direction/Berth onto which the lodgement is to be copied and click the "Copy" button.

Figure Cb

To display movements for a specific date range please fill in the Start Date and Finish Date fields and click the Filter button.

Start Date: 07/03/2008 Finish Date: 13/03/2008 Filter

Movement Date/Time	Vessel Name	From	To
07/03/2008 05:00	JOSEPHINE MAERSK	5ABD	aumel
07/03/2008 06:30	SANTA FELICITA	5BD	aumel
07/03/2008 06:30	CENTURY RIVER	aubne	KUR3
07/03/2008 07:00	SITEAM ANJA	GOR1	ausyd
07/03/2008 08:30	LION CITY RIVER	bnser	GOR1
07/03/2008 12:00	CANBERRA EXPRESS	aumel	4BD

Cargo Direction/Berth/Stevedore: - Select Cargo Direction - Copy

Cancel

Import - BROTHERSON DOCK 5A - Arriving 06/03/2008 11:39 - P&O
 Transit - BROTHERSON DOCK 5A - Arriving 06/03/2008 11:39 - P&O
 Export - BROTHERSON DOCK 5A - Arriving 06/03/2008 11:39 - P&O

Showing open Cargo Direction dropdown box and "Copy" button.

C5

A pop-up message will appear (see **Figure Cc**). 'You are about to copy this lodgement to ("Vessel Name", to "Berth" as "Cargo Direction" cargo) 'Do you wish to proceed'. Click the *OK* button, if the details are correct or else click on *Cancel* which will return you to the Dangerous Goods Sub-Movement schedule.

Figure Cd



Showing pop-up message. Click OK to accept.

C6

Selecting OK (see **Figure Cc**) copies the lodgement to the selected movement/berth/direction. The initial lodgement details will be saved and a Copy Lodgement screen will appear (see **Figure Cd**, below).

C7

After changing the appropriate fields on the copied lodgement, you have the option of copying the lodgement details onto yet another vessel/movement by clicking the "Save Current Lodgement and Copy" button. This will repeat the steps from paragraph C3 to C7 (this process may be repeated many times). Otherwise click the "Finish" button which will return you to the View Lodge screen for the vessel movement and cargo direction used on the original create lodgement. If whilst on this Copy Lodgement screen it is realized that the wrong cargo direction or vessel movement has been selected, click the "Cancel" button (see bottom right of **Figure Ce**) and you will be returned to the View Lodge screen for the original lodgement.

Figure Ce
Copy Dangerous Lodgement for CONTSHIP ROMANCE

Vessel Name : CONTSHIP ROMANCE	Vessel Type : Container Vessel	Voyage No : 43
Berth : DARLING HARBOUR 4S	ETA : 21/03/2003 12:00	ETD : 23/03/2003 12:00
Principal Agent : PAE	Booking Applicant : PAETest	Contact Phone : 9296 4666
Cargo Direction/ Berth/ Stevedore: Transit - WHITE BAY 3 - Arriving 22/03/2003 12:00 - P&O PORTS LIMITED		
Cargo Direction is Transit		
Please select storage type:		
Storage Type: Container		
Add Container/BL		
<input type="checkbox"/> BulkLiquid 1		
* Tank ID: b		
* Port of Loading:	AUMEL Melbourne	Melbourne - AUMEL
* Port of Discharge:	AUSYD	- AUSYD
Delete Bulk Liquid		
<input type="checkbox"/> Goods no 1. 1		
* UN No: 1203	Class: 3	Packing Group: II
Marine Pollutant	Sub Risk:	HAZCHEM: 3[Y]E
Flashpoint: 35 °C	Proper Shipping Name: MOTOR SPIRIT	
Technical Name:		
* Net Weight: 400 Tonnes	CAS:	
Copy Goods	Delete Goods	
Finish	Add Container/BL	Save Current Lodgement And Copy
Cancel		

Showing Copied Lodgement screen and “Cancel” button.

C8: COPYING LODGEMENT FROM VIEW LODGE SCREEN

The copying lodgement process can also be entered into from the View Lodge screen. If you wish to copy all or part of a lodgement, select the lodgement and click the “Copy Lodgement” button. This will display the Edit Lodgement screen.

C9

Select the good(s) to be copied by clicking the check boxes to the left of those goods to be copied (or alternatively, click the check box to the left of the storage device – this selects all the goods in the storage device). Then click the “Save Current Lodgement and Copy” button. Then follow steps C3 to C7 above.

Section D: Copy Lodgements Feature

A new "Copy Lodgements" button has been included for shipping agents only on the Dangerous Goods screen.

Figure D

The screenshot shows the 'DANGEROUS GOODS' tab selected in the application. The page title is 'Page Name : DGS.frmDgMovementSchedule (08/01/2010 08:00:19)'. The date is 'Friday, 8 January 2010' with sunrise and sunset times. A filter is applied for the date range '19/12/2009' to '31/12/2009'. The table below shows 23 movements.

Date/Time	Vessel Name	From	To	DG Exempt	DG Lodge	Hazchem	Limit	Dec	Status	Agent
19/12/2009 08:00	PALMERSTON	KUR2	aubne					D	E	ATA
20/12/2009 04:00	MSC KRITTIKA	nzwlg	1BD		Y		L	D	E	MSC
20/12/2009 10:17	Rhonin Tanker	aeauh	KUR3					D	C	ATA
20/12/2009 17:35	AYDEN BOY	iebit	KUR3					D	C	BWL
21/12/2009 15:00	MSC KRITTIKA	1BD	aumel		Y		L	D	E	MSC
22/12/2009 11:36	Rhonin Tanker	KUR3	auwep					D	C	ATA
22/12/2009 13:45	RED FRANGA	auzzz	KUR3					D	C	ATA
22/12/2009 14:40	RED FRANGA	KUR3	CABLE					D	C	ATA
22/12/2009 14:50	RED FRANGA	CABLE	auzzz					D	C	ATA
22/12/2009 15:30	AYDEN BOY	KUR3	aucop					D	A	BWL
23/12/2009 12:00	Roy's Container Vessel	aubne	3BD	A	Y		L	D	E	CSA
24/12/2009 12:00	Roy's Container Vessel	aubne	1BD					D	E	MSC
24/12/2009 12:00	Roy's Container Vessel	aubne	5BD	A	Y		L	D	E	CSA
24/12/2009 12:00	Roy's Container Vessel	aubne	2BD					D	E	MSC
24/12/2009 12:00	Roy's Container Vessel	aubne	1BD		Y			D	E	MSC
27/12/2009 12:00	Roy's Container Vessel	2BD	aumel					D	E	MSC
27/12/2009 12:00	Roy's Container Vessel	5BD	aumel	A	Y		L	D	E	CSA

At the bottom of the screen, there are buttons for 'Create Lodge', 'View Lodge', 'Create Exempt', 'View Exempt', 'Edit Declaration', 'EDI Match', 'Admin', 'Copy Lodgements for Visit', and 'Copy / Move / Delete Multiple Containers'. A callout box points to the 'Copy Lodgements for Visit' button with the text: 'New button to allow Shipping agents only to group copy lodgements from one visit/berth to'.

This feature will perform a group copy of all lodgements on a vessel across onto another vessel visit or in the case of a removal movement to another berth in the same visit. The lodgements so copied will preserve the original "ownership" of the lodgement i.e., the original applicant company will still be the only company able to edit and delete the lodgement and be able to view the consignee/or information.

Great care needs to be exercised in the use of this button as there is no group undo process if a mistake is made. All lodgements copied incorrectly will need to be deleted one at a time by the original creator of the first lodgement. For this reason, anyone intending to use this facility for the first time is requested to contact Sydney Ports' Safety Systems Manager on +61 2 9296 4666 before doing so.

The process is as follows:

- 1) To perform the copy process, first select the Dangerous Goods screen (orange tab at top), then select the vessel visit movement for the DG lodgements to be copied from.
- 2) Next click the "Copy Lodgements" button and the screen shown below will appear. This is the sub-movements screen.
- 3) On the sub movements screen select the vessel visit movement (by clicking on the movements line) onto which the lodgements are to be copied. If the vessel movement you need is not shown you may need to change the date range shown for the filter and then click on the filter button.

- 4) Then for each of the cargo directions of import, transit and export, select the cargo directions they are to be copied into. Imports may be copied as imports or transit and exports may be copied as exports or transit (Transit can be copied only as transit). Note where a vessel removal movement has been added after lodgements have been made and the lodgements made onto the first berth now need to be copied onto the second berth options will be available under the drop down list for the cargo directions for both berths. At this point select the correct combination of cargo direction and berth for the destination of the lodgements to be copied to.

If you have a vessel removal movement involved in the vessel visit please contact Sydney Ports' Safety Systems Manager on +61 2 9296 4666 before you perform this for the first time.

- 5) Click the *Copy* button and click *OK* if the information in the pop up message is correct.
- 6) A report on the success / fail of each lodgement copy will appear under the three sections of import, transit and export. This report screen can be printed if desired by clicking on the *Print* icon in the top right hand corner of the insert screen.

ShIPS - DG Movement Schedule -- Web Page Dialog

Page Name : DGS.frmDgSubMovementSchedule (07/10/2008 12:47:56) Print

To display movements for a specific date range please fill in the Start Date and Finish Date fields and click the Filter button.

Start Date: 07/10/2008 Finish Date: 13/10/2008

Movement Date/Time	Vessel Name	From	To
07/10/2008 00:10	CMA CGM GALILEE	6BD	aubne
07/10/2008 01:22	PAPUAN CHIEF	aumel	5ABD
07/10/2008 06:17	SINOTRANS QINGDAO	aumel	2ABD
07/10/2008 07:20	MAERSK JAUN	nzakl	4BD
07/10/2008 12:30	ANL WARRINGA	5BD	aumel
07/10/2008 12:30	ARUNI RICKMERS	aumel	5BD

Cargo Direction/Berth/Stevedore for Imports:

Cargo Direction/Berth/Stevedore for Transits:

Cargo Direction/Berth/Stevedore for Exports:

http://shipsuatweb.sydneyports.com.au/secure/dangerousgoods/frmDgSubMovementSchedule.aspx Local intranet

Section E: Move Lodgements Feature

A new “*Move Lodgements*” button has been included on the Dangerous Goods screen.

Figure E

The screenshot shows the 'DANGEROUS GOODS' tab selected in the top navigation bar. Below the navigation bar, there is a header with the date 'Friday, 8 January 2010' and sunrise/sunset times. A filter section allows users to specify a date range (Start Date: 19/12/2009, Finish Date: 31/12/2009) and a vessel name ('All Vessels'). A table of movements is displayed with columns for Date/Time, Vessel Name, From, To, DG Exempt, DG Lodge, Hazchem, Limit, Dec, Status, and Agent. At the bottom of the screen, a row of buttons includes 'Copy / Move / Delete Multiple Containers', which is highlighted by a callout bubble.

Date/Time	Vessel Name	From	To	DG Exempt	DG Lodge	Hazchem	Limit	Dec	Status	Agent
19/12/2009 08:00	PALMERSTON	KUR2	aubne					D	E	ATA
20/12/2009 04:00	MSC KRITTIKA	nzwlg	1BD		Y		L	D	E	MSC
20/12/2009 10:17	Rhonin Tanker	aeauh	KUR3					D	C	ATA
20/12/2009 17:35	AYDEN BOY	iebit	KUR3					D	C	BWL
21/12/2009 15:00	MSC KRITTIKA	1BD	aumel		Y		L	D	E	MSC
22/12/2009 11:36	Rhonin Tanker	KUR3	auwep					D	C	ATA
22/12/2009 13:45	RED FRANGA	auzzz	KUR3					D	C	ATA
22/12/2009 14:40	RED FRANGA	KUR3	CABLE					D	C	ATA
22/12/2009 14:50	RED FRANGA	CABLE	auzzz					D	C	ATA
22/12/2009 15:30	AYDEN BOY	KUR3	aucop					D	A	BWL
23/12/2009 12:00	Roy's Container Vessel	aubne	3BD	A	Y		L	D	E	CSA
24/12/2009 10:00	MSC NEDERLAND	aubne	1BD					D	E	MSC
25/12/2009 12:00	Roy's Container Vessel	3BD	5BD	A	Y		L	D	E	CSA
26/12/2009 10:00	JRS BRISBANE	aubne	2BD					D	E	MSC
26/12/2009 20:00	MSC NEDERLAND	1BD	aumel		Y			D	E	MSC
27/12/2009 10:00	JRS BRISBANE	2BD	aumel					D	E	MSC
27/12/2009 12:00	Roy's Container Vessel	5BD	aumel	A	Y		L	D	E	CSA

This feature will move lodgements on a vessel across onto another vessel. It will preserve the original “ownership” of the lodgement i.e., the original applicant company, the only company able to edit and delete the lodgement and be able to view the consignee/or information.

The process is as follows:

- 7) To perform the move process, first select the Dangerous Goods screen (orange tab at top), then select the vessel visit movement for the DG lodgements to be moved from.
- 8) Next click the “*Copy/Move/Delete Multiple Lodgements*” button and the screen shown below (figure Ea) will appear.

Figure Ea

Container ID	Mode of Transport	UN No	Class	Proper Shipping Name
<input type="checkbox"/> RGTSTDEC4	RAIL	1942	5.1	AMMONIUM NITRATE (solid)
<input type="checkbox"/> RGTSTDEC5	TRANSHIP	1942	5.1	AMMONIUM NITRATE (solid)

- 9) On this screen select the containers (one or numerous containers) by left mouse clicking inside the box on the left hand side of the container number as shown below figure Eb

Figure Eb

Container ID	Mode of Transport	UN No	Class	Proper Shipping Name
<input checked="" type="checkbox"/> RGTSTDEC4	RAIL	1942	5.1	AMMONIUM NITRATE (solid)
<input type="checkbox"/> RGTSTDEC5	TRANSHIP	1942	5.1	AMMONIUM NITRATE (solid)

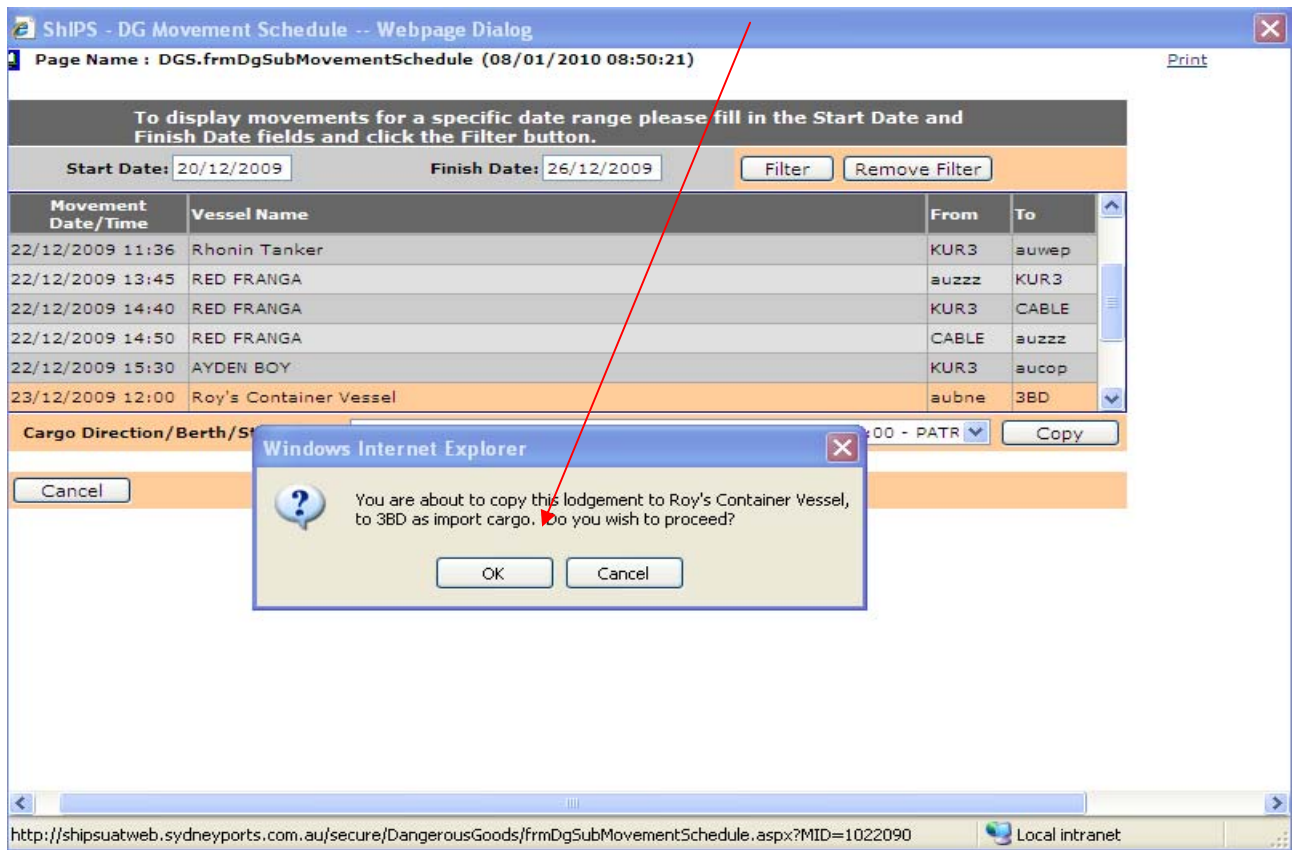
Then select the appropriate action button by left mouse click

10) On the new screen select the appropriate vessel that you want to move the container/s to.

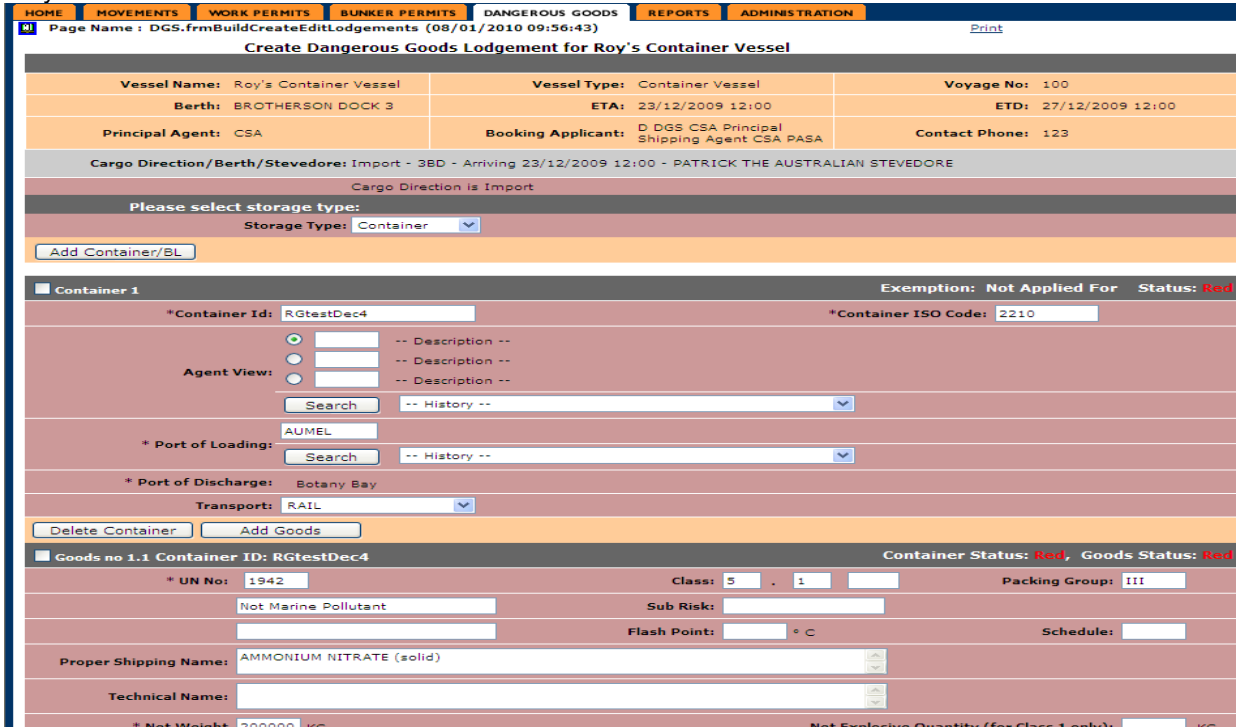
11) Ensure that you have the fields (cargo direction, correct vessel visit etc). This example we have selected “Roy’s Container Vessel” by scrolling down the screen using the scroll bar function and have also selected “Import –Brotherson Dock 3 –arriving 23/12/2009.....”

Now click on “Copy”

12) A pop up screen will appear asking you if wish to proceed



13) A new screen will now appear with the container being moved to the nominated vessel being "Roy's Container Vessel"



Click on "Finish" at the bottom of the screen

- 14) Note that the system has taken you back to the original vessel being the “MSC Krittika” that you want to move the container from. Select the “Delete” button and then the container has been moved from the “MSC Krittika” to “Roy’s Container Vessel”

- 15) Another pop up window appears requesting you to confirm your acceptance that any dangerous goods exemption will need to be managed (re applied for and/or applied for)

- 16) Note that the container is now not lodged on the “MSC Krittika”

HOME	MOVEMENTS	WORK PERMITS	BUNKER PERMITS	DAINGEROUS GOODS	REPORTS	ADMINISTRATION
Page Name : DGS.frmGroupCopy (08/01/2010 10:08:35)						Print
Copy / Move / Delete Multiple Containers						
Vessel Name: MSC KRITTIKA		Vessel Type: Container Vessel		Voyage No: 0944		
Berth: BROTHERSON DOCK 1		ETA: 20/12/2009 04:00		ETD: 21/12/2009 15:00		
Principal Agent: MSC		Booking Applicant: Uan Tan		Contact Phone: 4736		
Cargo Direction/Berth/Stevedore: Import - BROTHERSON DOCK 1 - Arriving 20/12/2009 04:00 - PATR ▼						
<input type="checkbox"/>	Container ID	Mode of Transport	UN No	Class	Proper Shipping Name	
<input checked="" type="checkbox"/>	RGTESTDECS	TRANSHIP	1942	5.1	AMMONIUM NITRATE (solid)	
<input type="button" value="Copy"/> <input type="button" value="Move"/> <input type="button" value="Delete"/> <input type="button" value="Movement Schedule"/>						

17) Please check on the nominated vessel "Roy's Container Vessel" to check the lodgement movement.

Appendix 5: How to Apply for an Exemption or Edit an Existing Exemption Request

An “Exemption” is an exemption for a container carrying dangerous goods to not comply with the normal limits placed on the time the container is allowed under legislation to remain at the container terminal. An exemption request, if approved, permits an extension of the time the container may remain at the terminal. In addition an exemption from the lodgement criteria is also available in *ShIPS*.

The time limit applicable to a container depends on whether the container is classified in *ShIPS* as Red line cargo (limited to 2 hours or 12 hours on the terminal) or Green line cargo (limited to a maximum of 5 days on the terminal). These times are measured from when an import container is first discharged from a vessel or for an export container, when it is first delivered into the terminal.

For a container (or break bulk item) to be permitted to remain on the terminal longer than these time limits an exemption must be applied for (requested) by the applicant company who entered the details of the dangerous goods into *ShIPS*. This request must be approved by Sydney Ports before the container is brought onto the terminal or as soon as it is known that the time limit will be exceeded.

APPLY FOR EXEMPTION (PERMITTED TIME PERIOD)

An Exemption is applied for in the following manner:

- 1) Select the Dangerous Goods tab. Then select any movement for the vessel for which the container has been lodged in *ShIPS*. (For exports rolled over to another vessel after short shipment and for transshipment goods the exemption request must be made from the final departing vessel.)
- 2) Click on the “Create Exempt” button.
- 3) Initially all Red containers will be displayed which
 - a. are lodged on the selected vessel
 - b. the applicant has access to
 - c. and which do not already have an exemption applied for them.
- 4) Select the container to be actioned by clicking in the square box to the left of the container number. More than one container may be selected at a time by clicking in their respective boxes, however it should be noted that containers selected as part of a multiple selection will all be processed together with the same requested extension of time.
- 5) If the container of interest is a Green container then click on the “Apply for Greenline Exemption” button and all relevant Green containers accessible by the applicant on that vessel will be displayed for selection.
- 6) Click on the “Apply for Exemption” button
- 7) Provide the date and time the exemption is to commence from. For exports to be delivered to the terminal early, this time should be the time and date the container is requested to be delivered to the terminal. Provide the date and time the exemption is to extend to.
- 8) Provide the reason for the exemption being required. For transshipment containers please reference the second vessel concerned and its ETA in the reason for the exemption. The reason given should explain why the exemption request has become necessary
- 9) Read the declaration and then agree, by selecting yes or select no to cancel the request.
- 10) Check your applicant details are still correct and then click on the “Submit Exemption” button.

- 11) Click "*Movement Schedule*" to return to the Dangerous Goods Schedule screen.

APPLY FOR EXEMPTION TRANSIT CARGO

An Exemption is applied for in the following manner:

- 1) Select the Dangerous Goods tab. Then select any movement for the vessel for which the container has been lodged in *SHIPS*.
- 2) Click on the "*Create Exempt*" button.
- 3) Click on the "*Create Transit Exempt*" button.
- 4) Select the container to be actioned by clicking in the square box to the left of the container number. More than one container may be selected at a time by clicking in their respective boxes, however it should be noted that containers selected as part of a multiple selection will all be processed together with the same requested extension of time.
- 5) Click on the "*Apply for Exemption*" button.
- 6) Provide the date and time the exemption is to commence from. Provide the date and time the exemption is to extend to.
- 7) Provide the reason for the exemption being required. The reason given should explain why the exemption request has become necessary.
- 8) Read the declaration and then agree, by selecting yes or select no to cancel the request.
- 9) Check your applicant details are still correct and then click on the "*Submit Exemption*" button.
- 10) Click "*Movement Schedule*" to return to the Dangerous Goods Schedule screen.

EDIT AN EXISTING EXEMPTION REQUEST

- 1) Select the Dangerous Goods tab. Then select any movement for the vessel for which the exemption has been requested.
- 2) Click on the "*View Exempt*" button.
- 3) Select the container to be actioned by clicking in the square box to the left of the container number. More than one container may be selected at a time by clicking in their respective boxes, however it should be noted that containers selected as part of a multiple selection will all be processed together with the same requested extension of time.
- 4) Click on the "*Edit*" button to modify the details of the exemption request or click on the "*Delete*" button to cancel it altogether.
- 5) Modify the details of the exemption request that you wish to change.
- 6) Click on the "*Process*" button. This will resubmit the exemption request with the changed information.
- 7) Click "*Movement Schedule*" to return to the Dangerous Goods Schedule screen.

Note 1: If you edit an *Approved Exemption Request* it will remove the "Approved" status and the request will need to be reprocessed by Sydney Ports. It could be approved or rejected at this stage so **it is important that you confirm that the exemption request is re-approved**

Note 2: If you edit an *Approved Exemption Request* it will remove the "Approved" status and the request will need to be reprocessed by Sydney Ports. It could be approved or rejected at this stage so **it is important that you confirm that the exemption request is re-approved.**

Appendix 6: Changes to Procedures for Applying for Exemption for Dangerous Goods

Date	From : 01 May 2006 To : Opened								
Title	Change to Procedure for Applying for Exemption for Dangerous Goods								
Message Type	<input type="checkbox"/> Acknowledgement Required <input checked="" type="checkbox"/> For Information Only								
Module	<input type="checkbox"/> System <input type="checkbox"/> Movement <input type="checkbox"/> WPS <input type="checkbox"/> BPS <input checked="" type="checkbox"/> DGS <input type="checkbox"/> Invoicing <input type="checkbox"/> Report <input type="checkbox"/> Admin								
Contact Details	Name	Phone	Email Address						
	Roy Garth	92964666	mailto:dgaudit@sydneyports.com.au						
<u>Change to Procedure for Applying for Exemption for Dangerous Goods</u>									
<p>As from Monday 1st May 2006 there will be a change to the procedure to apply for an exemption for dangerous goods to remain at a terminal longer than the normal permitted time period.</p> <p>The new procedure is detailed on page 33 of this document titled "Dangerous Goods Exemption Process".</p> <p>As from Monday it will be first necessary to contact the Stevedore on the below listed email addresses or phone numbers and to gain the Stevedores agreement for the additional time at the terminal before you then apply in <i>SHIPS</i> as currently for the exemption. The Stevedore will email their agreement to Sydney Ports and Sydney Ports will not give the final approval for the exemption unless the Stevedore has first emailed their agreement.</p> <p>NOTE : The Stevedore's agreement in itself is not sufficient. Sydney Ports must approve the exemption and for that approval to be emailed back from <i>SHIPS</i> to the Applicant for the extension of time to take effect.</p> <table border="1"> <thead> <tr> <th>Stevedores</th> <th>Stevedores Contacts</th> </tr> </thead> <tbody> <tr> <td>Patrick Botany (Gary Web is the primary contact with alternative in his absence)</td> <td>email to: m.anderson@patrick.com.au 1st alternative: g.webb@patrick.com.au</td> </tr> <tr> <td>P&O Ports Botany</td> <td>pbt.planners@dpworld.com.</td> </tr> </tbody> </table> <p>The Stevedore will require the following information in order to consider your exemption request:</p> <ol style="list-style-type: none"> 1) Name and Details of the Applicant 2) Container Number 3) The date and time the exemption is to commence from (start) 4) The date and time the exemption is to extend to (completion) 5) Reason for the exemption being required <p>This notice (titled "DGS: Changes to Procedures for Applying for Exemption") may also be downloaded from the Help/FAQ's Section on the Home page.</p>				Stevedores	Stevedores Contacts	Patrick Botany (Gary Web is the primary contact with alternative in his absence)	email to: m.anderson@patrick.com.au 1 st alternative: g.webb@patrick.com.au	P&O Ports Botany	pbt.planners@dpworld.com .
Stevedores	Stevedores Contacts								
Patrick Botany (Gary Web is the primary contact with alternative in his absence)	email to: m.anderson@patrick.com.au 1 st alternative: g.webb@patrick.com.au								
P&O Ports Botany	pbt.planners@dpworld.com .								

Example of Information Message in SHIPS

Please refrain from copying Sydney Ports into your application for a dangerous goods exemption to the stevedore. However, please ensure when receiving advise from the stevedore on your dangerous goods exemption application ensure that Sydney Ports is also notified prior to going on line in "*SHIPS*" and making your dangerous goods exemption application.

Appendix 7: Dangerous Goods Lodgement Policy

The exporting, importing and transiting of dangerous and hazardous goods through the Ports of Botany Bay and Sydney Harbour and associated port lands is governed by the Dangerous Goods (General) Regulation 1999.

It is a requirement of that Regulation that such goods only be moved through those ports following either conditional or unqualified approval of an application made in an approved form. Sydney Ports is authorised and responsible for establishing the form of application and receiving and approving them.

Currently the only approved application form in respect of the Ports of Botany Bay and Sydney Harbour is that contained in Sydney Ports' web-based system known as *ShIPS**. Each application must be lodged via *ShIPS*. The *ShIPS* Dangerous Goods Application requires the entry of accurate details of dangerous goods being, or to be, carried by any vessel. It is also important that all data and details (entered correctly, without typographical errors) be included in applications, and that multiple choice fields are completed accurately, and that information on any damaged or leaking containers or other packaging is supplied.

For your convenience, a facility is available for the receipt of dangerous goods details into *ShIPS*' electronic data interchange (EDI) system by an EDIFACT IFTDGN message provided that any such message is sent in a form and format that meets the standard D95A PROTECT 0.5 protocol, Protect Version 1.0 and Sydney Ports' IFTDGN Implementation Guide. Information delivered to *ShIPS* by this means is not lodged until it appears in the *ShIPS*' database and is available for viewing by Sydney Ports' personnel. It is the responsibility of the sender of the IFTDGN message to check that their message has been received in *ShIPS* and that the details supplied have been captured in *ShIPS*. Any dangerous goods details transmitted via EDI and incorrectly displayed in or omitted from "*ShIPS*" will not satisfy the Regulation and cannot be approved.

Any enquires about the contents of this notice or any application to move dangerous or hazardous goods through Sydney's ports should be directed to:

DGAudit@sydneyports.com.au

- * *Sydney Ports Corporation may in its sole discretion accept lodgements of dangerous goods applications in other forms if ShIPS is not operational for an extended period. However, any such acceptance will be conditional upon the lodgement being correctly entered into "ShIPS" once it returns to operations. When ShIPS is out of operation for short periods and this has been communicated to ShIPS' users in advance (i.e. shutdowns for scheduled maintenance and system upgrades), other forms of lodgement will not be accepted and entries must be made into ShIPS either prior to the shutdown or immediately following ShIPS' return to operations.*

Appendix 8: Separation Distances from Ordinary Berths to Protected Places

Net Explosive Quantity	Separation Distances (M)			
(NEQ) of Explosives	Division			
	1.1, 1.5, 1.6	1.2	1.3	1.4
Kg	(See Note 2)			
25	10	50	10	10
50	25	50	10	10
100	33	50	10	10
200	52	52	10	10
300	68	68	10	10
400	82	82	10	10
500	95	95	10	10
1 000	150	150	10	10
1 500	191	191	10	10
2 000	240	210	10	10
2 500	257	220	87	10
3 000	284	225	92	10
4 000	350	235	105	10
5 000	380	245	110	10
7 500	424	265	125	10
10 000	480	280	140	10
15 000	546	300	158	10
20 000	610	320	175	10
25 000	650	340	186	10
30 000	689	340	199	10
40 000	762	360	218	10
50 000	820	375	240	20
75 000	940	400	273	20
100 000	1 040	410	300	20
150 000	1 180	410	345	20
200 000	1 300	410	375	20
250 000	1 400	410	405	20

The above table is taken from AS 3846-2005.

Notes:

- 1) The separation distance for intermediate quantities of explosives may be obtained by linear interpolation from the two adjacent values.
- 2) For one type of article of Division 1.6, the total NEQ is that of one article. Where different types of articles of Division 1.6 are involved, the total NEQ of all articles should be used
- 3) NEQ is referred to as NEM in the IMDG Code.
- 4) If dangerous cargoes of Class 1 (except 1.4S) are to be handled simultaneously with emulsion precursors, then the total quantity of these materials shall be considered as Class 1 and the relevant separation distances shall apply.
- 5) Where ammonium nitrate is to be handled simultaneously with explosives of Divisions 1.1, 1.5 or 1.6, and within the separation distances given in this Table, then 50% of the quantity of ammonium nitrate shall be added to the explosives quantity to obtain the resultant NEQ, and the relevant separation distance shall apply.