

**Port Notice 02/23
Operation of Dangerous Goods and Explosives at the Port of Rockhampton**

For the purpose of this notice;

- a) **Security Sensitive Ammonium Nitrates (SSAN)** means Ammonium Nitrate Class 5.1 (UN1942 or UN3375,) or Ammonium Nitrate fertilisers (UN2067 and UN2071);
- b) **Explosives** means Explosives Class 1 (all divisions) in the IMDG Code.

Gladstone Ports Corporation (“GPC”) is conscious of the need to exercise caution to prevent injury to persons or loss of life or damage to vessels, port installations or other property when handling, storing or transporting Ammonium Nitrates and Explosives at Port Alma.

While this Notice is provided to Port Users in the interests of safety, all Port Users involved with the handling of Ammonium Nitrates or Explosives are required to be fully conversant with, and to comply with, all legislation, regulations, standards, safety procedures and accepted procedures for the handling, storage and transportation of Ammonium Nitrates and Explosives.

1. Application of Notice

This notice applies to Ammonium Nitrates Class 5.1 (UN Nos 1942 or 2067), Class 5.1 Ammonium Nitrate Emulsion of UN 3375 and/or Explosives Class 1 (all divisions), including Commonwealth Explosives, referred to in this Notice as Ammonium Nitrates and Explosives. This Notice applies when Ammonium Nitrates and/or Explosives are being handled, stored or transported at Port Alma, or are on board a vessel that is moored at Port Alma wharves.

All GPC Notices apply to Port Users, but in the case of conflict, this Notice will take precedent at Port Alma.

2. Special Berths

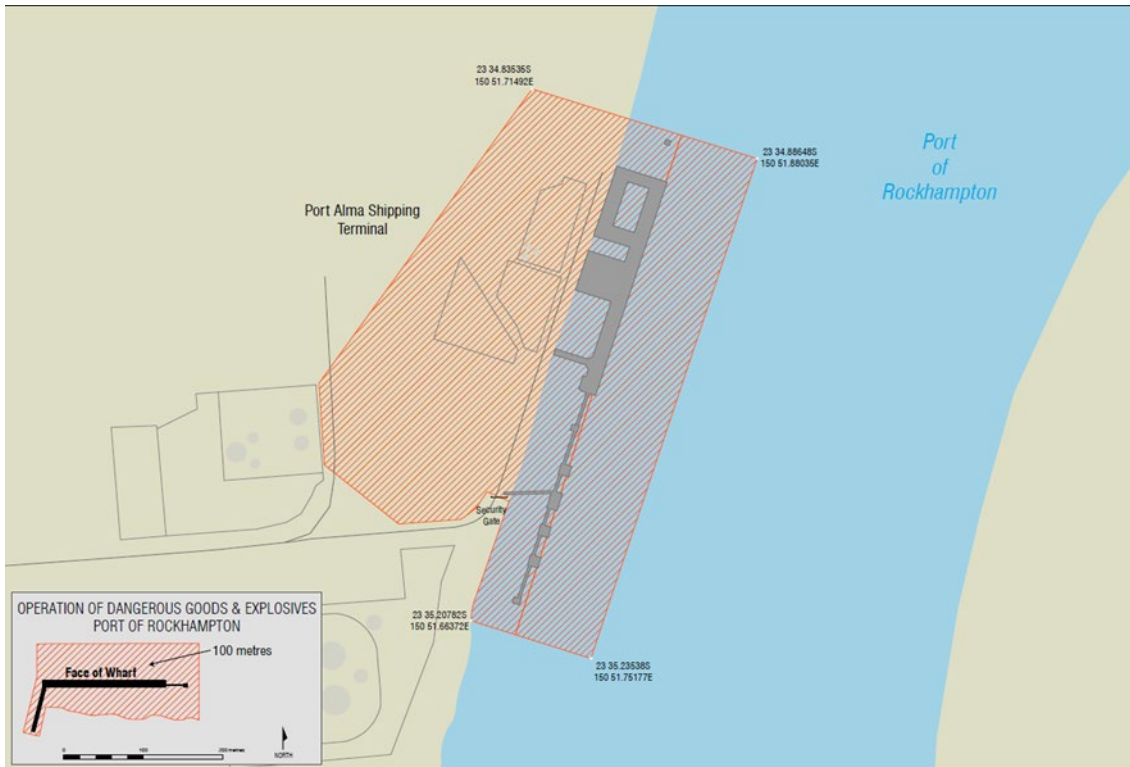
Berths 1 and 2 are classified as Special Berths for all vessels carrying Ammonium Nitrates or Explosives cargo. Ammonium Nitrates or Explosives may only be handled at Berths 1 and 2, the Berth will be determined by GPC at its sole discretion, up to the stated limits outlined in this Notice.

3. Security Restricted Zone

The term ‘Security Restricted Zone’ refers to an area of land and water as illustrated in the image below and includes:

- a) an area of land extending west from the security gate, following the security fence until it reaches the SE corner of Portside Storage Pty Ltd facility fence.
- b) an area of land extending north until it reaches the NE Corner of Portside Storage Pty Ltd facility fence.
- c) an area of land extending NE until it reaches a point 200m rearward of, & 60 north of the face of the wharf.
- d) an area of land & water extending east until it reaches a point 100m east, & 60m north of the face of the berth.
- e) an area of water extending south until it reaches a point 100m east, & 40m south of the face of the berth.
- f) an area of land extending west to the high-water mark.

- g) an area of land extending north, following the high-water mark until it reaches the security gate.



During the handling of Ammonium Nitrates and Explosives, access to the Restricted Access Area will be controlled by GPC. Only persons involved in handling the cargo, vessels crew or other persons authorised by the Port Manager are permitted to enter. All persons entering the Restricted Access Area will be required to attend an induction on arrival and will be required to inform the Port Manager upon departure.

Only diesel fuelled motor vehicles, which are mechanically sound, free of oil leaks and electrical defects and involved in shifting the cargo may enter the Restricted Access Area, unless specifically approved by the Port Manager.

GPC reserves the right to restrict the entry of any person and/or vehicle subject to provisions of the Transport Infrastructure Act. Failure to comply with this port notice is an offence against the Transport Infrastructure Act 1994.

A person must not enter within the restricted zone unless authorised to do so by an authorised officer of Gladstone Ports Corporation Limited. Contravention of section 282D (person offending) – 25 penalty units per offence.

A vessel must not enter, stop or anchor within the restricted zone unless authorised to do so by an authorised officer of Gladstone Ports Corporation Limited. Contravention of section 282A (vessel offending) – 100 penalty units per offence.

Vehicles used by other Port Users are subject to the Port Manager's approval.

4. Road Transport of Ammonium Nitrates and Explosives

The loading and transportation of Ammonium Nitrates and Explosives must comply with all legislation, regulations and/ or any other codes or instruments applicable to the transportation of Dangerous Goods on Queensland Roads. Particular attention is brought to the need to ensure that all loads are securely fastened on the vehicle and that all required signs and notices are displayed. GPC reserves the right to refuse entry/ exit of a vehicle from/to Port Alma if safety and regulatory requirements are not met. The separation distance between each vehicle loaded with Dangerous Cargo is to be a minimum of 100 metres, unless otherwise directed by the Port Manager.

No vehicle may enter the Restricted Access Area until the Maritime Security Guard directs the driver of the vehicle. No vehicle may be left within the Port Area without the prior approval of the Port Manager.

Loaded trucks must not unless specifically approved, travel north of the exit approach adjacent to Number 1 Container Terminal.

5. Safety Watch

GPC provides a Safety Watch in the Restricted Access Area to monitor safety compliance. The Safety Watch may also operate anywhere within the Port Area.

Before any Ammonium Nitrates and/ or Explosives arrive at the Port, the Port Manager will work through the preliminary Safety Watch preparations in accordance with GPC's procedures.

A system of hydrants and hoses are in place on Berths 1 and 2 to render a fire protection service.

While vessels hatches are open, one (1) Security Watch Officer is on duty at the entrance gate and one (1) Safety Watch Officer is on duty on the berth. At other times, one Security Watch officer is on duty with support from a GPC Officer on call.

At all times radio contact on UHF Channel 13 is maintained between Safety/ Security Watch Officers and the Port Office.

When more than 100kg of Explosives (of other than Division 1.4) is loaded or unloaded in a Port Area, a customer's representative shall be present who, should an incident develop, have access to competent technical advice. The representative's role should not involve a command or control function in an incident.

6. Smoking and Ignition Sources

Smoking is not permitted on the vessel or in the Restricted Access Area unless approved in writing by GPC.

It should also be noted that it is GPC's policy that smoking is prohibited in any enclosed space, in any building, vehicle or equipment controlled by GPC, regardless of Dangerous cargo handling. There will be (1) ignition source allowed inside the Land Side Restricted Zone at the nominated smoking area in the incinerator at the rear of the workshop or an area nominated by the Port Manager.

Smoking and Ignition sources (matches, lighters etc) are prohibited in the Restricted Access Areas without the Port Manager's specific approval.

Any person carrying an ignition source in the Restricted Access Area, other than to/from the nominated position, will be evicted and may not be permitted to return to the Restricted Access Area until the Port Manager is satisfied that the person will comply with safety requirements.

Ignition sources may be left at the Gate prior to entering the Restricted Access Area. However, GPC does not accept responsibility for such items.

7. Vessel Requirements

The vessel shall at all times be moored Port side to the berth (ie bow out to sea) unless approved otherwise by the Port Manager, the Harbour Master and the Inspector of Explosives. This is to ensure that the vessel can sail in an emergency situation.

During daylight hours, the vessel shall fly International Code Flag "B" and during hours of darkness display a red light through 360 degrees.

The Ammonium Nitrates or Explosives shall be packed, stowed and segregated in accordance with the IMDG Code and in accordance with any and all legislation and accepted practices, including segregation from incompatible cargoes, combustibles and other dangerous cargoes at all times.

The Ammonium Nitrates shall not contain more than 0.2 percent by weight of combustible matter (including organic material calculated as carbon).

No other vessel handling flammable liquids or oils shall be located within 300 metres of the vessel for Ammonium Nitrates or Explosives, unless otherwise approved by the Port Manager.

The vessel shall be separated by at least 60 metres from any place where any other vessels may be berthed, unless otherwise approved by the Port Manager.

The Ammonium Nitrates, Explosives, other dangerous cargoes and the vessel are subject at all times to inspection by the Port Manager.

At all times when the vessel has Ammonium Nitrates or Explosives cargo on board, the Paint Locker or any other locker containing flammable or combustible fluids or materials must remain locked and the key placed in custody of a responsible person.

Ammonium Nitrates shall be separated from incompatible cargoes and combustible substances and other dangerous cargoes by a distance of at least 12 metres at all times, unless the dangerous goods are in freight containers.

Lighting and other electrical cables and equipment shall be physically protected and kept well clear of explosives, except for electric forklift trucks and other essential electrical equipment.

All vessels must contain the adequate and appropriate firefighting equipment and water shall be immediately available on the vessel and fire hoses shall be run out ready for immediate use.

The Ammonium Nitrates or Explosives shall be discharged as soon as practicable after arrival at the Special Berth.

Work on other holds is not permitted while the holds containing Ammonium Nitrates or Explosives are open.

At all times sufficient competent Officers and crew must be on board to navigate and operate the engines to vacate the berth in an emergency.

The vessel shall ensure effective communications exist with GPC by ensuring that VHF Channel 16 or 6 is operable at all times whilst dangerous cargo are on board.

Vessel engines must not be rendered inoperable while dangerous cargo is on board, the vessel's engines and ancillary equipment shall be kept ready at all times so that the vessel may leave the berth at short notice. All engine repairs are subject to Port Manager/Harbour Master approval.

Engine trials are not to be carried out without the permission of the Port Manager & Regional Harbour Master.

Bunkering cannot take place whilst Ammonium Nitrates or Explosives are being handled or hatches are open.

On completion of loading, the loaded vessel shall depart from the Port Area as soon as it is reasonably practicable.

8. General

Before any operations are commenced in the port area, the Port Manager shall be provided in writing with the name of the responsible person in charge of the explosives or Ammonium Nitrates handling operation. A customer's representative shall be available 24 hours a day should an incident develop who has access to competent technical advice. The representative's role should not involve a command or control function in an incident. The name and contact for the representative shall be provided in writing to the Port Manager's office 24 hours prior to the berthing of the vessel.

Handling operations shall not commence until the Port Manager has given written permission for such operations.

The berth shall be thoroughly cleaned free from all combustible dust and debris prior to handling of Ammonium Nitrates or Explosives.

9. Explosives

No other cargo is to be handled before Explosives are removed from the vessel.

If Class 1 Explosives cannot be safely handled together, without significantly increasing the probability of an accident or, for a given quantity, the magnitude of the effects of such an accident, the goods are considered to be incompatible therefore the lesser quantity of the incompatible group will be removed first.

If the vessel is being loaded, the lesser quantity will be loaded last.

In the event that circumstances relating to safety/ security may arise, "Alternative Safety Measures" may be considered.

No other Dangerous Goods, oil or combustible substances shall be permitted within 30 metres of the Wharf Handling area while explosives are being handled.

Explosives will be removed directly from the Port Area once unloaded from the vessel. All explosives to be loaded onto the vessel will not be brought to the Port until the vessel is ready to receive them. At no time are explosives to be stored in the Port Area unless directed by the Port Manager.

Explosives (excluding Division 1.4) shall not be unloaded from a vessel unless the means of transport by which they are to be removed from the Port Area is ready to receive them.

Only packages that are in good condition shall be received into the handling area. If, in the course of handling Explosives, any package, or any seal of any package of Explosives appear to be damaged, the regulatory authority shall be advised and the package set aside for examination and repair or safe disposal.

If any packaging is found to be defective or Explosives are spilled or leak from a package, the spillage area shall be secured, appropriate specialist advice to address the spill obtained and the regulatory authority notified.

Before the Safety Watch stands down, on completion of discharge the Master, Owner, Stevedore or Agent shall report, in writing, to the Port Manager that all the Explosives have been removed from the vessel and the hold or holds in which they had been carried have been thoroughly cleaned free from any spillage.

The loading or unloading of explosives shall be suspended during electrical storms. Such operations shall not be resumed until the storm has passed.

The use of forklift tynes during the handling of explosives containers is prohibited. Forklift tyne pocket covers to be in place before handling commences.

Explosive handling machinery used to handle explosives must be suitable for handling the goods, be free of any defect that is likely to create a risk in handling the goods, must be clean and maintained as scheduled by its original equipment manufacturer ((OEM).

10. Ammonium Nitrates

Where Ammonium Nitrates is to be loaded onto a vessel, once handling has commenced, it shall continue until loading is complete and the vessel shall be put to sea as soon as is practicable which will be deemed to be the next available tide unless otherwise directed by the Port Manager.

Where Ammonium Nitrates is to be unloaded from a vessel, it shall be unloaded as soon as practicable after the vessel has berthed and shall continue until operation is complete or as directed by the Port Manager.

No other Dangerous Goods, oil or combustible substances shall be permitted within 30 metres of the Wharf Handling area while Ammonium Nitrates is being handled.

Incompatible cargo shall not be handled on the ship or on the berth whilst any cargo space containing Ammonium Nitrates is open or such goods are being handled.

No greater quantity of Ammonium Nitrates shall be placed on the wharf than can be removed within one hour with the means of transport available for this purpose.

Ammonium Nitrates contained in bags should not be handled on wet surfaces or during rain or in any circumstances where the bags are liable to become wet.

If any packaging is damaged or leaking, the spilt material shall be completely swept up, weighed and accounted for immediately. Spilt Ammonium Nitrates and its damaged packaging shall be placed into a clean, dry plastic container and removed to a safer place prior to disposal. IBCs used for the transport of Ammonium Nitrates may be used for containing waste Ammonium Nitrates, unless it is very small quantities, in which a dry plastic container could be used.

Before the Safety Watch stands down, on completion of discharge the Master, Owner, Stevedore or Agent shall report, in writing, to the Port Manager that all the Ammonium Nitrates has been removed from the vessel and the hold or holds in which it had been carried has been thoroughly cleaned free from any spillage.

The loading or unloading of Ammonium Nitrates shall be suspended during electrical storms. Such operations shall not be resumed until the storm has passed. After the Ammonium Nitrates has been removed from the berth, the berth shall be cleaned to the satisfaction of the Port Manager.

11. Limits of Dangerous Goods

Up to 1,500 tonnes of explosives (Nett Explosive Quantity) per ship may be exported or imported, without prior approval of GPC provided that the transport storage and handling is in accordance with the standard requirements outlined in GPC's Notices and Directions.

Up to 8,000 tonnes of Ammonium Nitrates in containers or approved flexible intermediate bulk containers ('bulka bags') per ship may be exported or imported, without prior approval of GPC provided that the transport storage and handling is in accordance with the standard requirements outlined in GPC's Notices and Directions.

Quantities over 8,000 tonnes and up to 15,000 tonnes of Ammonium Nitrates in containers or flexible intermediate bulk containers ('bulk bags') per ship may be exported or imported **with the prior approval** of GPC. GPC will consider cargoes of this size, but needs to properly address safety factors including tide restrictions on the ship's ability to depart the berth at any time, other ships and cargo in Port, ship's time in Port, and the cargo handling and transport resources.

The handling of Ammonium Nitrates in bulk will require **the prior approval** of GPC.

The total quantity of Ammonium Nitrates and Explosives in the Port (including the wharves and Port lands) at any one time cannot exceed 15,000 tonnes of both Ammonium Nitrates and the Ammonium Nitrates equivalent for explosives. For the purpose of this Notice, the Ammonium Nitrates equivalent for explosives is calculated as twice the quantity of explosives.

If vessels do not follow the above procedures in regard to the limitations of Ammonium Nitrates and Explosives, GPC reserves the right to prohibit the vessel from entering the Port at GPC's discretion.

12. Authorised Officers

All persons are required to comply with directions given by GPC Authorised Officers.

13. Road Transport

All persons must adhere to all road signs and rules and any directions given by GPC Authorised Officers.

All persons must remain with their vehicle unless otherwise advised by a GPC Authorised Officer.

GPC Authorised Officers at their sole discretion have the authority to refuse exit/ entry to the Port Area if in their reasonable opinion a vehicle does not meet safety and regulatory requirements.

No passengers or learner drivers shall be allowed to enter the Restricted Access Area without the prior consent of a GPC Authorised Officer, which may be withheld at their discretion.

Petrol Motor Vehicles must not enter the Restricted Access Area without the specific approval of the Port Manager.

In general operations at the Port Alma Shipping Terminal within the Port of Rockhampton shall comply with the industry recommendations as agreed by Maritime Safety Queensland and other regulatory bodies.

Gladstone Ports Corporation: Operation of Port Alma Shipping Terminal - Ammonium Nitrates and Explosives are also subject to the Port Alma - Port Procedures and powers of the Regional Harbour Master under the Transport Operations (Marine Safety) Act 1994.

Craig Haymes
Chief Executive Officer

March 2023
Date