

Circular

PART 24A Carriage of Cargoes— Dangerous Goods

Issue No. 24A-1 30 January 1998

1. General

Maritime Safety Authority Advisory Circulars are designed to give you assistance and explanations about standards and requirements set out in the rules. However, the notes contained in Advisory Circulars should not be treated as a substitute for the rules themselves, which are the law.

When a number such as 24A.8 is referred to, this is a reference to a specific rule within Part 24A.

2. Application

This rule is initially directed at seafarers and their vessels. However, equally as important is that all shippers, consignors, ship owners, charterers and other people involved in the transportation and handling of dangerous goods including truck drivers and goods packers must take responsibility for their actions.

This Part applies the requirements of the International Convention for the Safety of Life at Sea 1974 (SOLAS) to ships that are carrying dangerous goods classified under Regulation 2 of Part A of Chapter VII of the Convention.

Part 24A extends the application from SOLAS ships to all other commercial ships of 500 gross tons or more.

This Part also applies a number of the requirements of Appendix III of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78). It is complementary to Part 150 of the Marine Protection Rules—Harmful Substances in Packaged Form, which applies the other requirements of Appendix III.

3. Guidance on Reporting of Dangerous Goods Incidents at Sea and in Port

The following is to provide guidance on Rules 24A.21 to 24A.23 regarding the reporting of dangerous goods incidents and should be read in conjunction with those rules.



MARITIME SAFETY AUTHORITY
OF NEW ZEALAND

Te Mana Ārai Hauata Moana o Aotearoa

Incidents required to be reported to the Director

- (1) An incident involving dangerous goods being lost or spilt at sea from a ship within New Zealand territorial waters should be reported as soon as practicable and to the fullest possible extent to the Marine Duty Officer on behalf of the Director.

In addition to reporting directly to the Marine Duty Officer, an Accident and Incident Report form, MSA 12307, should also be completed and sent to—

- (a) the Accident and Incident Investigation Division of the Maritime Safety Authority of New Zealand; or
 - (b) the Maritime Safety Inspector for a New Zealand port.
- (2) All other incidents involving dangerous goods should be reported as follows—
- (a) in the case of a ship at sea—
 - (i) to the Maritime Safety Inspector for the next New Zealand port the ship berths at; or
 - (ii) in the case of a ship outside New Zealand territorial waters, to the Accident and Incident Investigation Division of the Maritime Safety Authority of New Zealand; or
 - (b) in the case of a ship in port, to the Maritime Safety Inspector for that port.

It is preferable that the form of the report be the Accident and Incident Report form, MSA 12307.

Incidents required to be reported to the Harbourmaster

- (3) In addition to the requirements of 3.(2)(b), an actual or probable spill of dangerous goods aboard a ship in a port, whether berthed or not, should be reported to the harbourmaster for that port as soon as practicable and to the fullest possible extent.

Contact Information

- (4) Marine Duty Officer, Maritime Safety Authority:

Telephone: (04) 472 7367 (24 hour contact number),

Pager: (086) 816 159 (24 hour contact number),

Fax: (04) 473 1300 (normal business hours only)

Accident and Incident Investigation Division of the Maritime Safety Authority of New Zealand:

Telephone: (04) 473 0111 or (0508) 22 55 22 (normal business hours only)

Fax : (04) 473 8111 (normal business hours only)

P.O. Box 27-006, Wellington, New Zealand.

Maritime Safety Inspectors:

Port	Phone/fax	Mobile
Whangarei	(09) 438 1909	(025) 925 542
Auckland	Phone: (09) 307 1370 Fax: (09) 309 3573	(025) 744 194 (025) 481 633 (025) 390 126
Tauranga	(07) 575 2079	(025) 440 217 (025) 744 193
Napier	(06) 835 4889	(025) 439 177
New Plymouth	(06) 751 3131	(025) 444 424
Wellington	(04) 472 6798	(025) 447 694
Nelson	(03) 548 2434	(025) 444 480
Dunedin	(03) 477 4055	(025) 341 792
Lyttelton	(03) 328 8734	(025) 334 605
Timaru	(03) 688 1900	(025) 929 807
Invercargill	(03) 214 0517	(025) 442 012

General Enquiries

General enquiries concerning the shipment of dangerous goods can be directed to either to the Maritime Safety Inspectors or to the head office of the Maritime Safety Authority at the following address—

Divisional Manager
Maritime Operations
Maritime Safety Authority
P.O. Box 27006
Wellington
New Zealand
Phone (04) 494 1228
Fax (04) 473 6699

4. Dangerous Goods Training

Further guidance regarding the training of officers and ratings responsible for cargo handling on ships carrying dangerous goods may be found in the Seafarers Training, Certification and Watchkeeping Code (STCW Code) Sections B-V/4 and B-V/5.

Further guidance on training of persons other than the ships crew may be found in the IMO publication "Recommendations on the Safe Transport of Dangerous Cargoes and Related Port Activities", sales number IMO-290E.

5. Guidance for Port Facility Operators on Rule 24A.21—Port Plans

Incident plans that are required under rule 24A.21 should cover all incidents that are likely to occur and include—

- the provision of written procedures outlining the notification of a dangerous goods incident or emergency to the appropriate emergency services and authorities within and outside the port area:
- the provision of written procedures for notification of a dangerous goods incident or emergency to the port area users on land and water:
- the provision of appropriate alarms and emergency controls:
- the formation of a local emergency team to co-ordinate actions in the case of a major incident such as a leak or minor spillage of dangerous goods:
- the co-ordination of arrangements for the unmooring of a ship in case of an incident:
- arrangements to ensure adequate access at all times.

The plan should also consider external emergencies that could affect dangerous cargoes whilst in the port area. For example, earthquakes, the entry of a ship in distress carrying dangerous cargoes not normally handled in the port, and emergencies in nearby premises.

The incident plan should be compatible with any local emergency plan and emergency plans of any nearby premises or other bodies with which it may overlap.

Port operators requiring emergency equipment, are referred to section 8.5.2 of the draft standard AS/NZS:DR 96509: The Safe Storage and Handling of Mixed Classes of Dangerous Goods, Including Segregation and Compatibility Guidelines that requires—

- adequate quantities of absorbent material, e.g. sand, fullers earth or suitable proprietary substances
- calcium hydroxide (hydrated lime), for use on acidic spills

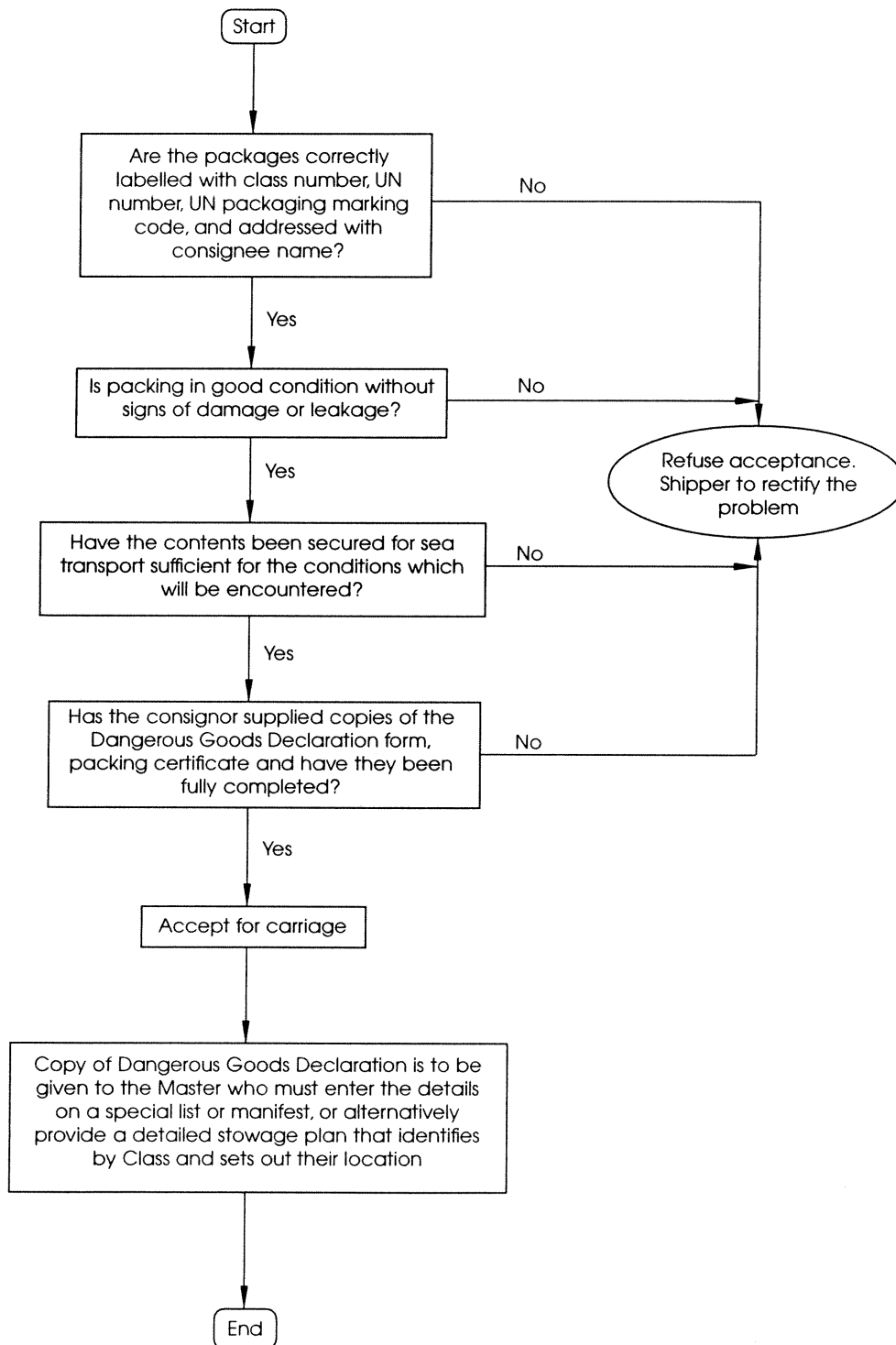
- sodium bisulphate, for use with alkaline spills
- crushed calcium carbonate (limestone)
- a sufficient number of resealable waste-recovery containers, e.g. drums, made of materials compatible with the substances being kept and appropriately marked as being for emergency use only
- containers of a suitable sizes and material for the purpose of repackaging the contents of any leaking packages
- portable pumps and decanting equipment
- shovels

International Maritime Organization Marine Environment Protection Committee Circular 306, or the New Zealand Chemical Industry Council's (NZCIC) Code of Practice "Emergency Preparedness" included in the *Responsible Care*TM Manager's Handbook, are suggested as detailed guides on the preparation of incident plans.

6. General Safety Procedures and Check List for Shipment of Dangerous Goods

- (1) All ship loading and unloading operations should be under the control of the master, or a person appointed by the master for that purpose. A flow chart that may be used for acceptance of dangerous goods for shipment by sea is provided. (Figure 1)
- (2) Tools and equipment that are likely to damage the integrity of any package or other container should not be used in the loading or unloading of the dangerous goods or for securing them on board the ship.
- (3) At all times while dangerous goods are being transported, their documentation should be immediately accessible for use in an emergency response.

Figure 1 Flow Chart for Acceptance of Dangerous Goods by a Ship



7. Power to Inspect

Under section 54 of the Maritime Transport Act 1994, a Maritime Safety Inspector under delegated powers from the Director may at any time inspect—

- a ship loaded, loading or to be loaded with dangerous cargoes
- dangerous goods loaded or intended to be loaded on a ship
- a container loaded or intended to be loaded with dangerous goods for carriage on a ship
- the prescribed documentation relating to such dangerous cargoes

to ascertain compliance with this Part 24A.

8. Power to Detain

Under section 55 of the Maritime Transport Act 1994, a Maritime Safety Inspector under delegated powers from the Director may at any time detain a ship that does not comply with the requirements of this Rule.

9. Exemptions from Previous Regulations

An operator currently having an exemption under previous dangerous goods legislation will have to re-apply to the Director for an exemption from complying with Part 24A under the Maritime Transport Act 1994.

An exemption issued under any previous dangerous goods legislation will not count as an exemption from the requirements of Part 24A.

10. Approval of Intermediate Bulk Containers (Appendix 1.2)

- In order to obtain the Director's approval or renewal of approval of any intermediate bulk container manufactured in New Zealand for the carriage of dangerous goods the following procedure should be followed—
 - ⇨ An intermediate bulk container performance test certificate and report issued by the Testing Laboratory Registration Council of New Zealand indicating compliance with the IMDG Code requirements is to be forwarded to the Director; and
 - ⇨ Payment of any fee prescribed by regulations made under the Maritime Transport Act 1994 for that approval, is to be made.
- Any approval or renewal of approval granted by the Director will—
 - ⇨ be issued in the form of a letter of approval stating any conditions of approval; and
 - ⇨ be granted or renewed for a period of up to 5 years; and

- ⇒ remain in force until it expires or is revoked by the Director; and
 - ⇒ specify markings to be placed on the approved intermediate bulk container in accordance with the IMDG Code; and
 - ⇒ require an approval number in the form of "MSA" followed by 3 digits, the letters "IBC", the manufacturer's address and manufacturer's/supplier's reference (that will be unique to any one type) to be marked on the approved intermediate bulk container; and
 - ⇒ require periodic testing and inspection in accordance with the IMDG Code requirements.
- Details of the approval of any intermediate bulk container will be forwarded by the Director to the Environmental Risk Management Authority, which maintains a national listing of all intermediate bulk containers and packaging approvals.

11. Marine Pollutants and Harmful Substances

It is noted that Harmful Substances are often known as Marine Pollutants.

12. Dangerous Goods Carried by Passengers for Personal Use

It is intended that Section 2 of Part 24A containing provisions for dangerous goods carried by passengers will be inserted into the rule. This will be done once amendments to the Maritime Transport Act to allow such provisions have been made.

ISBN 0-478-21611-4

Published by
Maritime Safety Authority of New Zealand, PO Box 27-006, Wellington, New Zealand

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Printed and distributed by
Publishing Solutions Ltd, PO Box 983, Wellington, New Zealand