

## RESOLUTION A.289(VIII)

*Adopted on 20 November 1973  
Agenda item 10*

### RECOMMENDATION ON SAFE PRACTICE ON DANGEROUS GOODS IN PORTS AND HARBOURS

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

BEARING IN MIND Recommendation 56 of the International Conference on Safety of Life at Sea, 1960,

RECALLING Resolutions A.81(IV), A.120(V) and A.230(VII) by which it approved the International Maritime Dangerous Goods Code and recommended its adoption so as to obtain harmonization of national regulations and facilitate the international traffic of such goods,

RECOGNIZING the need to provide a standard framework within which port authorities or other relevant organizations can formulate regulations to ensure the safe storage and handling of dangerous goods,

HAVING CONSIDERED the Report of the Maritime Safety Committee on its twenty-eighth session,

RESOLVES:

- (a) to adopt the Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours, the text of which appears at Annex to this Resolution;
- (b) to invite all governments concerned to take appropriate steps to give effect to the Recommendation as soon as possible,

REQUESTS the Secretary-General to publish the Recommendation on Safe Practice on Dangerous Goods in Ports and Harbours and its Appendix as an Annex to the International Maritime Dangerous Goods Code and to distribute it as appropriate.

#### ANNEX

### RECOMMENDATION ON SAFE PRACTICE ON DANGEROUS GOODS IN PORTS AND HARBOURS

#### 1. PURPOSE

1.1 To provide a standard framework within which port authorities or other relevant organizations can formulate regulations to ensure the safe storage and handling of dangerous goods.

#### 2. APPLICATION

2.1 Applies to all dangerous goods as defined in the International Maritime Dangerous Goods Code which are handled to and from a ship in packages, freight containers, portable tanks and roll-on/roll-off vehicles within a port area.

#### 3. DEFINITIONS

The term "Port Area" means the land and sea area within which actual harbour operations are carried out. It may include, for example, accesses to the port, anchorages, quays, harbour yards, delivery depots and storage depots.

The term "Port Authority" means an organization having effective control over the "Port Area".

The term "competent person" means a competent person acceptable as such to the "Port Authority".

The term "user of the port" means any person who by himself, or through his agents or employees, seeks to use the facilities of any port area for the berthing of any ship whether engaged on maritime or inland navigation and/or for the loading and/or discharge of any goods from such ship.

The term "ship operator" includes the shipowner, master, or any agent responsible for the operation of the ship.

The term "emergency services" means Police, Fire, Ambulance, Hospital or any other organization capable of rendering active assistance in the event of an incident.

#### 4. RESPONSIBILITIES OF PORT AUTHORITIES

4.1 It should be at the discretion of the Port Authority to decide to what extent such goods should be:

- (a) allowed within the port area;
- (b) delivered or received direct from the ship to other waterborne craft for landing at some alternative berth;
- (c) delivered or received direct from ship to or from land conveyance;
- (d) deposited for any period in the port area.

4.2 It should be the responsibility of the Port Authority to publish the conditions under which dangerous goods will be accepted and such conditions should be based on the recommendations of the International Maritime Dangerous Goods Code.

#### 5. PRINCIPLES

5.1 All ports should give effect to the following principles:

- (a) prior advice should be given by the ship operator to the Port Authority of the carriage of dangerous goods aboard any ship prior to the entry within the port area in accordance with the recommendations under Section 6;
- (b) the safe movement of the ship within the port area;
- (c) notice should be given by the ship operator prior to the commencement of discharge to the Port Authority and where appropriate any other organizations, indicating those dangerous goods that are for discharge at that port and those remaining on board for onward carriage;
- (d) prior advice should be given by the consignor or land carrier to the Port Authority, of dangerous goods being offered for outward shipment in accordance with the recommendation under paragraph 10.3;
- (e) goods should be handled with due care and attention under the supervision of a competent person at all times and the most suitable type of cargo handling gear in good condition should be used having regard to the relevant provisions of the ILO Convention No.32, the ILO Code of Practice "Safety and Health in Dock Work", national laws and codes of practice, and where appropriate the "Code of Safe Practice for Handling of Dangerous Goods in Packages/Cargo Handling Gear" recommended by the International Cargo Handling Co-ordination Association (ICHCA);
- (f) all goods received should be handled, stowed and segregated having regard to the following:
  - (i) the safety of all persons in the area;
  - (ii) the safety of all premises, ships and equipment within the area;
  - (iii) the safety of all goods from contamination or the risk of fire or explosion;
- (g) Emergency procedures should be laid down, detailing the action to be taken in the event of an incident involving dangerous goods within the port area and the sources (e.g. port authority, emergency services, etc.) of trained staff, suitable protective clothing, and any necessary equipment.

5.2 To give effect to these principles, it is recommended that all ports should incorporate in line with the recommendations of the International Maritime Dangerous Goods Code, the following conditions in their regulations or bye-laws.

5.3 As far as possible the following additional principle should be followed:

Safe stowage and segregation of dangerous goods on board ships should be in accordance with the recommendations of the International Maritime Dangerous Goods Code.

## 6. PRIOR ADVICE OF ARRIVAL OF DANGEROUS GOODS BY WATER

6.1 Port Authorities should prescribe that all ships carrying dangerous goods should give prior advice to the Port Authority at least 48 hours before entry into the port area or where this is not practicable (e.g. short sea traffic) as early as possible prior to entry into the port area.

6.1.1 The Port Authority should establish the minimum quantities of dangerous goods, which may vary from Class to Class, for which prior advice of arrival is required. In establishing these requirements, Port Authorities should be guided by the relevant local conditions, such as climatic, industrial and environmental factors, population density, etc.

6.1.2 The advice should be given by the most suitable means of communication and should only include the necessary information the Port Authority needs to process the ship.

## 7. MOVEMENT AND BERTHING OF SHIPS WITHIN THE PORT AREA

7.1 It should be the responsibility of the Port Authority to establish procedures whereby advice may be given to shipmasters regarding safe movement, and instructions should be given to shipmasters regarding berthing, mooring, maintenance of distance limits and the showing of appropriate signals.

## 8. DISCHARGE OF DANGEROUS GOODS

8.1 Port Authorities should specify under what conditions dangerous goods may be discharged including:

8.1.1 No ship carrying dangerous goods should commence discharge of any cargo until the Port Authority and where appropriate any other organization employing personnel for the discharge of goods from the ship have been supplied in writing with a list and a cargo plan of all dangerous goods carried aboard giving IMCO Classification and subdivision (including the correct technical name, UN Number, quantity, marks, type of packaging) and indicating those goods which are for discharge at the port and those remaining on board for onward carriage.

8.1.2 Where goods are for discharge overside to other waterborne craft a list giving IMCO Classification and subdivision (including the correct technical name), UN Number, quantity, marks, type of packaging should be handed to the person in charge of the receiving vessel and/or organization responsible for the craft.

8.2 It should be the responsibility of the shipmaster to ensure that all dangerous goods notified for discharge at any port are appropriately marked and labelled in accordance with the International Maritime Dangerous Goods Code.

8.3 It is recommended that the organization employing personnel for the discharge of goods from the ship should maintain a continuing record of the amount of dangerous goods which has been discharged.

8.4 Discharging of dangerous goods should commence as soon as possible after the arrival of the ship.

## 9. RECEPTION FROM SHIP AND STORAGE OF DANGEROUS GOODS

9.1 If it is proposed to permit dangerous goods to be stored in the port area the segregation of goods should be based on the principles of the International Maritime Dangerous Goods Code.

9.1.1 Dangerous goods having explosive properties should, however, be stored in separate places. The minimum distance and maximum amount should be laid down taking into account the safety of ships and the neighbourhood.

9.1.2 The special recommendations for Container Traffic – SECTION 12 – and the Carriage of Dangerous Goods on Roll-on/Roll-off Ships – SECTION 17 – of the International Maritime Dangerous Goods Code should equally serve as a basis for regulations in the port area.

9.2 Dangerous goods stored in the port area should be the subject of regular inspection by a competent person at least once daily and immediately after close of work and any damages, leakages, reported immediately to the Port Authority.

9.3 Dangerous goods should only be stored in transit sheds for a limited period of time to be specified by the Port Authority.

9.4 When dangerous goods are stored in large quantities in buildings these buildings should be constructed of suitable non-combustible material.

9.5 Regulations should also deal with:

- (a) smoking and use of naked flames or any other means of ignition;
- (b) the instruction of personnel as to the dangers involved;
- (c) the provisions of warning by notices and other means when dangerous goods are being handled;
- (d) safety requirements that may be necessary for individual Classes of dangerous goods, including advising emergency services of the presence of highly dangerous goods in the port area;
- (e) the provision at all times for free access by the emergency services to areas (including ships) occupied by dangerous goods;
- (f) the need to ensure that vehicles and ships are capable of being moved in an emergency, and that the manpower and motive power required for this purpose are readily available.

## 10. RECEIPT OF DANGEROUS GOODS FOR OUTWARD SHIPMENT

10.1 The receipt and storage of dangerous goods in the port areas should be as recommended in paragraphs 9.1 to 9.5.

10.2 It should be the responsibility of the users of the port to ascertain from the Port Authority or person having operational control of the berth and the ship operator, the conditions under which dangerous goods will be received at the berth and into the ship and the obligation to comply therewith.

10.3 It should be the responsibility of the ship operator or shipper or consignee to make available to the Port Authority and/or person having operational control of the berth and the organizer of employed labour, 48 hours in advance but in any case not later than the time the goods are received on to port premises, a document specifying the correct technical name, marks, numbers, quantity and weight and IMCO Classification and subdivision and UN Number of any dangerous goods presented for shipment.

10.4 The document referred to in paragraph 10.3 above may take the form of a Shipping Note which may be required by the wharfinger or of the Special Stowage Order issued by the ship operator or his agent. A recommended form is given at Appendix.

## 11. HANDLING OF DANGEROUS GOODS – CARGO HANDLING GEAR

It should be the responsibility of the persons in control of the cargo handling operations on board ship and in the port area to ensure that the suitable cargo handling gear is used for which purpose they should refer to the ILO Convention No.32, ILO Code of Practice "Safety and Health in Dock Work", any national laws and codes of practice and where appropriate the "Code of Safe Practice for Handling of Dangerous Goods in Packages/Cargo Handling Gear" as recommended by the International Cargo Handling Co-ordination Association (ICHCA).

## 12. EMERGENCY PROCEDURE

12.1 In the event of an incident involving the leakage of dangerous goods in enclosed spaces, all personnel should be evacuated from that hold, if on board ship, or section of the building. If the incident should occur in an open space, all personnel should be withdrawn to a safe distance preferably to windward of the affected area. Transport, cleaning up or repacking of damaged packages should not be continued or started until the consignee has been consulted or other expert advice is sought.

12.2 Immediate steps should be taken to ascertain the actual contents of the package and, if there is a risk to personnel or premises, emergency services should be called.

12.3 It should be the duty of the Port Authority and/or operator of the wharf or the person responsible for the handling of these dangerous goods to have available details of the appropriate action to be taken having regard to the goods being handled and if emergency services are not readily available to provide the appropriate fire extinguishers, breathing apparatus, protective clothing etc., that may be required and to ensure that adequate personnel have been trained in their use.

RECOMMENDED FORM

SEA-GOING VESSELS

DANGEROUS GOODS  
IN PACKAGES

NOTICE TO  
HARBOUR-MASTER

ADDRESS: .....  
IMCO CLASS .....  
IMCO CODE PAGE  
NUMBERS .....

NAME OF SHIP:  
BERTH:  
AGENT/OWNER

NATIONALITY:  
E.T.A.:

NAME AND KIND OF PACKAGES	CORRECT TECHNICAL NAME OF SUBSTANCES	GROSS WEIGHT (KILOGRAMMES)		IMCO CLASS (FLASH- POINT)	UN NUMBER	STOWAGE		ADDITIONAL INFORMATION (TIME OF HANDLING, ETC.)
		TO BE LOADED	TO BE DISCHARGED			ON DECK	UNDER DECK	

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IMCO-CLASS 1 form: red  
IMCO-CLASS 7 form: yellow  
other CLASSES form: white

*(Signature of the Master or his assignee)*