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FACT SHEET 4/98

November 1998

DANGEROUS GOOD PROCEDURES

INFORMATION FOR SHIPPERS, PACKERS, SHIPPING LINES AND THEIR AGENTS

In accordance with current International Maritime Organisation (IMO) regulations, an extensive declaration of hazardous cargo loaded is required to be held on board the carrying vessel at all times. Failure to do so will result in heavy penalties being imposed on the Vessel. This could also place the vessel and its cargo at risk.

Before any Dangerous Goods are shipped, the Shipper is required to give notice of his intention in writing, at least 48 hours before the advertised cargo receipt cut off time, to the Australian Maritime Safety Authority (AMSA). A duplicate copy (duly stamped by AMSA) together with a copy of the Export Receipt Advice (ERA) should accompany the goods to the wharf and be handed to the Receiving Clerk at the Terminal gate.

Two Forms are used:

1. Notice of intention to Ship Dangerous Goods (Form MO/41/1) – This is to be completed by the Shipper or his representative who has entered into a contract with a shipowner or carrier to ship the goods by sea.
2. Container Packing Certificate (Form MO/41/2) – This is to be completed by the Shipper in addition to Form MO/41/1, if he is packing goods into a container himself. If packed by some other party, such as a container depot, then, they should complete the Container Packing Certificate (Form MO/41/2).

The declarations are made to the effect that the contents of a consignment of Dangerous Goods are fully and accurately described by their correct technical name(s) [proper shipping name(s)], and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to the applicable international and national government regulations.

Shippers are also required to forward copies of forms MO/41/1 and MO/41/2 to the Shipping Line or its Agent at the same time they are submitted to the Australian Maritime Safety Authority. Usually the Shipping Line or its Agent collates all the information and lodges it with the Ports Authority. The Stevedores will not accept hazardous cargo at the Terminal unless advance notification has been received from the Shipping Line or its Agent (Form MO/41/3 or relevant Port's Authority notification Form). Depending on the hazardous nature of the cargo the Terminal/Port may place certain restrictions on delivery of the cargo on to the wharf. Special requirements apply for Class 7 cargo. These may be obtained from the Shipping Line or its Agent.

Shipping Lines require all relevant information about the cargo to be intimated well in advance so that they could verify that the cargo complies with the International Maritime Dangerous Goods Code (IMDG Code). It is of paramount importance that a Hazardous Cargo Declaration (in the attached format) is made to the Shipping Line, at the time of booking space on a vessel, well in advance of the arrival of vessel to carry out loading operations. Early advice enables the Shipping Line to obtain transit and discharge clearance from ports of transit and discharge.

Failure to provide **all** relevant information may result in the cargo being short shipped and all costs incurred by the Shipping Line or its Agent as a consequence, being passed on to the account of the Shipper.

Note: **Some Shipping Lines and Agents may have the facility to lodge the Hazardous Cargo Declaration and MO41/1 & MO41/2 electronically.**

DANGEROUS GOODS BOOKING FORM

Shipper/Consignor/Sender	Transport Document Number :	
	Shipper's Reference:	
	Freight Forwarders Reference:	
24 Hour Emergency contact Tel:	Carrier:	
Consignee:	Vessel Name	Voyage No.
	Place of Origin	Load Port
	Discharge Port	Final Destination
24 Hour Emergency contact Tel:	Container No.	Container ISO Code:

Cargo Details

Shipping Marks:	Technical name of Product				Gross Mass (Kg)
	Proper Shipping Name				Net Mass (IMO cargo)
	No of Outer Packages	Weight of each package		Net Explosive Content	
	Description				Cube M ³
	No of Inner Packages	Weight of each package		IMO Class	
	Description				Subsidiary Class (if applicable)
	Flash Point	+	-	°C	Packaging Group
State of Product	Solid/Liquid/Gas/Paste	Marine Pollutant	YES	NO	MFAG No.
Absorbent Material		Reefer Set Point	+	-	°C
					UN No.

Cargo Details

Shipping Marks:	Technical name of Product				Gross Mass (Kg)
	Proper Shipping Name				Net Mass (IMO cargo)
	No of Outer Packages	Weight of each package		Net Explosive Content	
	Description				Cube M ³
	No of Inner Packages	Weight of each package		IMO Class	
	Description				Subsidiary Class (if applicable)
	Flash Point	+	-	°C	Packaging Group
State of Product	Solid/Liquid/Gas/Paste	Marine Pollutant	YES	NO	MFAG No.
Absorbent Material		Reefer Set Point	+	-	°C
					UN No.

Note: Proprietary trade name is not sufficient – proper technical name and shipping name should be given. If applicable the word "WASTE" should precede the name: "EMPTY UNCLEANED" or "RESIDUE" - "LAST CONTAINED" should be added; "LIMITED QUANTITY" should be added.

<u>Cargo gross weight</u>	kg	Container (Tare)	kg	<u>Container Gross Weight</u>	Kg
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Other Pertinent Information

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international, national State/Territory Government regulations

Name	Position
Signature	Date

Please note that the above information is required by the Shipping Line to comply with IMO requirements. If more than one commodity is to be loaded in a container, full details must be declared for each commodity to be shipped. Failure to provide **all** relevant information may result in the cargo being short shipped and all costs incurred by the Shipping Line or its Agent as consequence being passed on to the account of the Shipper.

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Published by the Australian Chamber of Shipping Ltd
Level 5, 6 Underwood Street, SYDNEY NSW 2000. ACN 002 950 870