



# National Gazette

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**PORT MORESBY, MONDAY, 28th SEPTEMBER**

**[2020**

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## PUBLIC NOTICE

This is to advise the general public that the following Notice under the heading Direction No: 1/2020 Requirements for Handling and Storage of Ammonium Nitrate (AN) DG Class 5.1 Cargoes, supersedes the Notice that was gazetted on Pages 2 and 3 in the *National Gazette* No. G577 dated 3rd September, 2020.

**DIRECTION NO: 1/2020 — REQUIREMENTS FOR HANDLING AND STORAGE OF AMMONIUM NITRATE (AN) DG CLASS 5.1 CARGOES.**

This Direction is made pursuant to Section 11(d) of the '*Ports (Management & Safety) Regulation 2010*'.

### APPLICATION

This Direction applies to all Shipping agents or Masters, Vessel owners, Marine Pilot Service Providers, Marine Pilots, Port Facility Operators and Stakeholders of the Port Communities.

### DEFINITIONS

'*Ammonium Nitrate*' is a Class 5.1 chemical compound consisting of ions of ammonium and nitrate. This white crystalline solid is highly soluble in water and hygroscopic as a solid. It is predominantly used in agriculture as a high-nitrogen fertilizer.

'*Class 5.1 cargoes*' is a class of oxidising substances in the IMDG code.

'*Dangerous goods*' means all the goods and substances listed in the International Maritime Dangerous Goods code and includes empty cargo containers or packages that have contained dangerous goods unless the cargo container or package has been effectively cleaned.

'*Declared Ports*' means ports that are declared by the Minister for transport and gazetted and managed by the Port Manager.

'*IMDG Code*' means the International Maritime Dangerous Good Code published by the International Maritime Organisation.

'*Master*' means every person having for the time being, lawfully or de facto, the command, change or management of vessel.

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Cargoes—continued**

‘*Oxidising Substances*’ are substances which, while in themselves are not necessarily combustible, but may yield oxygen as a result of a redox chemical reaction and thus, cause, or contribute to, the combustion of other material.

‘*Port Manager*’ means a manager appointed by the Department Head to manage a Port under Section 15K(2)(f) of the *Harbours Act*.

‘*Vessel*’ means a ship (as that term is defined in the ‘*Ports (Management & Safety) Regulation 2010*’).

‘*PNGPCL*’ stands for Papua New Guinea Ports Corporation Limited.

**DIRECTION**

Section 11(d) requires the Port Manager to issue Port Management and Operations Direction in relation to dangerous goods handling, storage and safety. The Port Manager now directs the following;

**DIRECTION**

**A: HANDLING**

1. All AN Class 5.1 cargoes kept either on board the vessel alongside a berth or stored within a port facility shall not be kept for more than continuous period of 72 hours.
2. Vessels carrying AN Class 5.1 cargoes must be certified and approved by National Maritime Safety Authority (NMSA) to carry and transport AN cargoes.
3. The aggregate amount of AN Class 5.1 cargoes stored onboard the vessel and stored at berth including designated storage locations shall not exceed 2,200 tonnes, that is equivalent to 100 TEUs.
4. All AN Class 5.1 cargoes must be transported by shipping containers only.
5. The transportation, handling and storage of AN Class 5.1 by other than shipping containers is prohibited throughout all the declared port precincts of PNG.
6. All port facilities shall have properly certified temporary storage places within their facilities for the safe keeping of the AN Class 5.1 cargoes.
7. The shipping agent shall advise the Port Manager or his delegate well in advance of any damages including leakages of containers containing AN Class 5.1.

**B: STORAGE**

8. The designated storage location must be securely fence with appropriate WARNING SIGNS prominently displayed around the perimeter fence.
9. All AN Class 5.1 containers stored in the approved designated location shall not exceed 100 TEUs, that is equivalent to 2,200 tonnes.
10. All AN Class 5.1 containers shall be stored in the approved designated location for not more than 120 hours that is equivalent to five (5) days.
11. All containers containing AN in each stack shall not exceed 300 tonnes and shall be stacked 16 meters apart from each stack.
12. All AN Class 5.1 containers shall not be stacked close to the perimeter fences.
13. No hot works shall be carried within the close proximity of storage areas of the AN Class 5.1 containers.
14. The security level of the storage area of the AN Class 5.1 containers shall be increased and monitor the containers on 24/7 hours.

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Cargoes—*continued***

15. All DG Class 5.1 cargoes for unloading, handling and storage in the Port facilities must be segregated in accordance with the requirements and terms of the International Maritime Dangerous Goods Code (IMDG Code).
16. All storage facilities for AN Class 5.1 cargoes must be approved by the Port Manager or his delegate and no AN Class 5.1 cargoes be stored in storage places other than those storage facilities approved by the Port Manager or his delegate.

**LIABILITY**

Neither the Port Manager nor PNGPCL nor its agents shall, in any case, be responsible from and against any loss, damage or injury to a person or property caused by directly or indirectly, out of or in any way attributable or incidentally in handling and storage of AN Class 5.1 cargoes in the port.

We apologies for the inconvenience caused.

Dated this 24th day of September, 2020.

B. TOMBA,  
Chief Maritime Compliance Officer & Port Manager.