GOVERNMENT OF RAS AL KHAIMAH
RAK PORTS

DANGEROUS GOODS APPROVED CODE OF PRACTICE

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RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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1.0 Purpose

Hazardous cargoes could potentially present a risk to people, property and the environment if mishandled, transported or stored incorrectly. This code of practice has been created to assist port users in implementing the requirements of RAK Ports' with regard to the safe transport, handling and short-term storage of Dangerous Goods (DG) within the jurisdiction of the RAK Ports Group.

2.0 Scope

This document outlines the terms, rules and relevant criteria for DG cargoes in either bulk or freight containers and covers import and export. The code deals specifically with:

- DG identification and classification.
- General requirements.
- Storage and segregation.
- Documentation.
- Limitations.
- Requirements by UN Class and cargo type.
- Security.
- Training requirements.

3.0 Responsibilities

The STM will manage this ACOP.

The HSEQM/DHM (SP)/PM (SP/AJZP/RAKP/AJRP) will implement this ACOP.

The Safety department will coordinate the control of dangerous goods within RAK Ports.

The Marine department will assist in the implementation of this ACOP.

All contractors/sub-contractors carrying out any activities within the port are to ensure their work is in compliance with RAK Ports regulations.

4.0 Terms and definitions

ACOP:	Approved code of practice, gives practical advice on how legislation is to be complied with. It states that if you follow the advice given you will be doing enough to comply with the law.
AJRP:	Al Jeer Port.
AJZP:	Al Jazeera Port.
CCTV:	Closed Circuit Television.
COSHH:	Control of Substances Hazardous to Health.
CTU:	Cargo Transport Unit.
DG:	Dangerous Goods.
DGA:	Dangerous Goods Advisor.
DGL:	Dangerous Goods List.

DHM:	Deputy Harbour Master.
DLS:	Discharge, Load and Store.
DV:	Direct to Vehicle.
Explosive substance:	A solid or liquid substance (or a mixture of substances) which is in itself capable by chemical reaction of producing gas at such a temperature and pressure and at such a speed as to cause damage to the surroundings (Ref: IMDG, Chapter 2.1).
Flammable:	Capable of being easily ignited and of burning quickly.
FTA:	Federal Transport Authority.
HSEQM:	Health, Safety, Environment & Quality Manager.
IBC:	Intermediate Bulk Container.
IMDG:	International Maritime Dangerous Goods.
IMO:	International Maritime Organisation.
ISPS:	International Ship and Port Facility Security Code.
PFSP:	Port Facility Security Plan.
PSN:	Proper Shipping Names.
RAKP:	Ras Al Khaimah Port.
RAK Ports:	Ports of Ras Al Khaimah managed by SP.
RMCFZA:	RAK Maritime City Free Zone Authority.
RP:	RAK Ports' document reference.
PFSP:	Port Facility Security Plan.
PG:	Packing Group.
PM:	Port Manager.
PSN:	Proper Shipping Name.
SDS:	Safety Data Sheet.
SP:	Saqr Port.
STM:	Security & Training Manager.
TRA:	Temporary Restricted Area.
UN:	United Nations.
Highlighted Italic text:	Identifies a management system document.

5.0 Legislation

The rules and regulation specifying the storage, handling and carriage of DG at sea and in the ports~~,~~ environment is laid down by the International Maritime Organisation (IMO) and specifically published in the International Maritime Dangerous Goods (IMDG) code. This Biannually amended code is recognised by the Federal Transport Authority (FTA) and is used as a baseline document inside the jurisdiction for all DG transactions.

Reference should also be made to the RAK Ports' Management Systems and procedures which may take precedence over the IMDG code when dealing with DG regarding additional safety and operational requirements.

6.0 DG identification and classification

Dangerous cargoes are goods that are hazardous and harmful to people, property and the environment. DG cargo is further classified in the IMDG code into 9 classes and are allocated UN numbers and shipping names to aid in their identification.

6.1 UN class 1 explosive

Class 1 comprises of explosive substances, articles containing explosive substances and pyrotechnics. The class consists of 6 hazard subdivisions.

6.1.1 Division 1.1

Substances and articles with a mass explosion hazard.

6.1.2 Division 1.2

Substances and articles which have a projection hazard but no mass explosion hazard.

6.1.3 Division 1.3

Substances and articles which have a fire hazard and or a minor blast hazard or minor projection hazard but not a mass explosion hazard.

6.1.4 Division 1.4

Substances and articles which present no significant hazard.

6.1.5 Division 1.5

Very insensitive substances which have a mass explosion hazard.

6.1.6 Division 1.6

Extremely insensitive articles which do not have a mass explosion hazard.

6.2 UN class 2 gases

Class 2 comprises of 3 hazard divisions.

6.2.1 Flammable gas

Gases that are ignitable when in a mixture of 13% or less by volume with air.

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6.2.2 Non-Flammable Non-Toxic Gas

Gases that are either an asphyxiant or oxidizing and do not come under any other classes.


6.2.3 Toxic Gas

Gases which are known to be so toxic or corrosive to humans as to pose a hazard to health.

6.3 UN class 3 flammable liquids

Class 3 comprises of only 1 hazard division and is defined as liquids or mixtures of liquids that have a flashpoint 60°C or below or liquid desensitised explosives.

6.4 UN class 4 flammable solids

Class 4 comprises of 3 hazard divisions.

6.4.1 Flammable solids

These are solids which under conditions encountered in transport are readily combustible or may cause or contribute to fire through friction or undergo strong exothermic reaction or solid desensitised explosives.

6.4.2 Substances liable to spontaneous combustion

Class 4.2 comprises of 2 types of flammable solid.

- **Pyrophoric substances**, which even in small quantities ignite within 5 minutes of coming into contact with air.

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- **Self-heating substances**, which will ignite on contact with air but only in large amounts (kgs) and after long periods of time (hours or days).

6.4.3 Substances which in contact with water emit flammable gas

These are solids or liquids that when in contact with water are likely to become spontaneously flammable or give off flammable gases in dangerous quantities.

6.5 UN class 5 oxidizers and organic peroxides

Class 5 has 2 different classes.

6.5.1 Oxidizing Substances

Substances which while in themselves are not necessarily combustible, may, generally by yielding oxygen cause or contribute to the combustion of other material.

6.5.2 Organic Peroxides

Substances liable to exothermic decomposition at normal or elevated temperatures.

6.6 UN class 6 toxic and infectious substances

Class 6 has 2 different classes.

6.6.1 Toxic Substances

Substances that can cause harm through inhalation, ingestion or absorption.

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6.6.2 Infectious Substances

Substances which are known or are reasonably expected to contain pathogens which can cause disease in humans or animals.

6.7 UN class 7 radioactive material

Class 7 comprises of only 1 hazard division but has 3 hazard labels that are assigned according to the activity and transport index of the material.

Class 7 is defined as any material containing radionuclides where both the activity and concentration exceeds the values specified in IMDG Code 2.7.2.2.1 to 2.7.2.2.6.

6.8 UN class 8 corrosive substances

Class 8 has only one hazard division and is defined as substances which, by chemical action, will cause irreversible damage to the skin, or, in the case of leakage, will materially damage or even destroy other goods or means of transport.

6.9 UN class 9 miscellaneous and environmentally hazardous substances

Class 9 has only one hazard division and is defined as substances and articles which, during transport, present a danger not covered by other classes.

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6.10 Packing groups

For packing purposes substances assigned to classes 3, 4, 5.1, 6.1, 8 and certain UN numbers of Class 9 are assigned to one of 3 packing groups in accordance with the degree of danger they present.

Packing Group (PG)	Danger Level
I	High
II	Medium
III	Low

6.11 UN Numbers and proper shipping names

Dangerous Goods are assigned to UN numbers and PSN according to their hazard classification and their composition. The accurate representation of these are essential during transport as they ensure the correct handling, stowage and segregation. The PSN is mandatory for transport documentation and labelling and no alternatives or variations are permitted.

The PSN is that portion of the entry most accurately describing the goods in the Dangerous Goods List, which is shown in upper case characters (plus any numbers, Greek letters, "sec", "tert", and the letters m, n, o, p, which form an integral part of the name).

7.0 General requirements

7.1 Operational requirements

As appropriate, each terminal or berth operator conducting DG operations within the jurisdiction of RAK Ports Group is required to develop and implement operational procedures for the transport handling or storage of said DG. These procedures must form part of a Safety Management System that enables the identification, assessment and control of risks associated with the handling of Dangerous Goods, and take due account of Best International Practices, in particular IMO and IMDG recommendations, in relation to safe transport of DG and related activities in port areas.

7.2 Notifications

The Port Authority must be advised of all DG imported or exported, including transshipments and or DG transiting any ports within RAK Ports Group. For DG arriving by sea for import and by land for export in accordance with 8.1 and 8.2.

7.3 Accident and incident reporting

In the case of any accident or incident involving DG in any of the ports then the Port Authority must be advised immediately through the Health and Safety department at the respective port.

7.4 Use of packagings and labels

DG shall be packed in good quality packagings, including IBCs and large packagings, which shall be strong enough to withstand the shocks and loadings normally encountered

during transport, including trans-shipment between cargo transport units and, between cargo transport units and warehouses as well as any removal from a pallet or overpack for subsequent manual or mechanical handling. The packagings must be of a type indicated by the relevant packing instructions in the IMDG code for that particular UN Number and packing group.

All packagings must bear the correct markings and labels as detailed in the IMDG code and they must be readily visible and legible. Additional markings and labels may be used indicating precautions to be used during handling and storage as required but they must in no way compromise the meaning of the required mandatory markings and labels.

All CTU's and portable tanks must be marked and placarded as required by the IMDG code chapter 5.3.

7.5 Segregation and storage

Certain items of DG are incompatible with other goods. They may also present a risk if exposed to high temperatures, solar radiation or moisture etc.

Each terminal or berth operator must ensure the required environmental conditions are maintained at all times when handling and transporting DG and that the packages, portable tanks or CTUs are stored in a separate marked area. Each area must have the required signage to indicate the nature of the risk present and any mandatory or restricted practices that must be observed in the vicinity of the CTUs as well as immediate access to necessary firefighting equipment or PPE that may be required in the event of any accident or incident.

Each terminal or berth operator must ensure that an area is designated for the storage of any damaged CTU's containing DG. This area must be with provided with suitable facilities to enable the:

- Repacking of CTUs; and
- The separation and disposal of waste contaminated by DG

The SDS for each substance or product must be provided upon request to the Port Authority.

The terminal or berth operators and port users must follow the guidelines on segregation from the table below which can be found at 7.2.4 of the IMDG code.

CLASS	Hazard Division	1.1 1.2 1.5	1.3 1.6	1.4	2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Explosives	**1.1, 1.2, 1.5**	*	*	*	4	2	2	4	4	4	4	4	4	2	4	2	4	X
Explosives	**1.3, 1.6**	*	*	*	4	2	2	4	3	3	4	4	4	2	4	2	2	X
Explosives	**1.4**	*	*	*	2	1	1	2	2	2	2	2	2	X	4	2	2	X
Flammable gases	**2.1**	4	4	2	X	X	X	2	1	2	2	2	2	X	4	2	1	X
Non-toxic, non-flammable gases	**2.2**	2	2	1	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	**2.3**	2	2	1	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	**3**	4	4	2	2	1	2	X	X	2	2	2	2	X	3	2	X	X
Flammable solids	**4.1**	4	3	2	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion	**4.2**	4	3	2	2	1	2	2	1	X	1	2	2	1	3	2	1	X
Substances which, in contact with water, emit flammable gases	**4.3**	4	4	2	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents)	**5.1**	4	4	2	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	**5.2**	4	4	2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	**6.1**	2	2	X	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	**6.2**	4	4	4	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	**7**	2	2	2	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	**8**	4	2	2	1	X	X	X	1	1	1	2	2	X	3	2	X	X
Miscellaneous dangerous substances and articles	**9**	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

For Closed CTUs the numbers and symbols in the table have the following meanings:

	Meaning	**Vertical**	**Fore and Aft**	**Athwartships**
1	Away from	Not restricted	3m	3m
2	Separated from	1 container space	1 container space or 6m	1 container space or 6m
3	Separated by a complete compartment or hold from	Prohibited	1 container space or 6m	2 container spaces or 12m
4	Separated longitudinally by an intervening complete compartment or hold from	Prohibited	Minimum of 24m	Prohibited
X	Consult the DGL in the IMDG code for specific provisions			
*	See IMDG code 7.2.7 for segregation of class 1			

7.6 Empty and uncleaned CTUs

Whilst in the jurisdiction of RAK Ports empty CTUs retaining residues of DG, or loaded with empty uncleaned packages, or empty uncleaned bulk containers, must comply with the provisions laid out in the IMDG code applicable to the goods previously contained in that CTU**.**

7.7 Dangerous goods advisor

Each terminal or berth operator transporting, handling or storing DG must appoint a Dangerous Goods Advisor (DGA).

The functions of a DGA include:

- Monitoring compliance with applicable law governing the transport, handling or storage of DG in a port area and these RAK Ports DG guidelines.
- Monitoring the practices and procedures relating to the activities of the terminal or berth operator which concern DG.

7.8 Emergency plans

Each terminal or berth operator must have a written emergency plan in place for dealing with any dangerous situation arising from the transport or handling of DG.

The emergency plan must be developed in consultation with the emergency services authorities and submitted to the Port Authority for review.

All persons engaged in transport or handling of DG in a port area must be aware of the emergency plan, and competent in operating any necessary response equipment that they may be required to use.

Any safety equipment that may be required for an emergency must be readily available.

7.9 Time limitations

These limitations on the storage of DG apply to all terminals and berths in any of the ports operated by RAK Ports Group. They also apply to imports, exports, transhipments and transit cargoes that are being re-stowed. Individual terminal or berth operators may establish their own limitations subject to DG not remaining in a port area beyond the limits defined below.

7.9.1 Direct to vehicle (DV)

DV temporary storage applies to all items of Class 1 and Class 7. On discharge from the vessel items of class 1 and 7 are where practicable to be loaded onto vehicles and taken from the port limits. A maximum of 12 hours is allowed for the temporary storage of these products, but all efforts must be made to remove them from the port at the earliest opportunity.

For goods of class 1 or 7 that are being offered for export then they are not to enter the port area more than 12 hours prior to being loaded onto a vessel.

7.9.2 Discharge, land and store (DLS)

All classes apart from 1 and 7 are also subject to DV storage permissions, but imported DG can be granted DLS approval which is a maximum of 3 days temporary storage before being removed from the port. The DLS limit is set by the Port Authority and can be extended or decreased depending on operational or safety concerns on a case by case basis.

7.10 Damage, spillage and leakage

In the event of damage to any CTU containing DG then the terminal or berth operator or port user must:

- Take all practicable steps to avoid contact with, or inhalation of, the radioactive substances.
- Immediately inform the Port Authority and all other relevant authorities.
- If possible and safe to do so, try to avoid further leakage and contain any spill.

- Ensure the spillage is cleaned up by properly equipped and trained persons if instructed to do so by the Port Authority.
- Ensure unauthorised persons are not allowed to return to the incident.

8.0 Submission of information

The Port Authority must be notified prior to and DG entering any of the ports within RAK Ports Group. This includes DG in transit, or DG to be loaded or unloaded at a terminal not controlled by the Port Authority. This notification is crucial to the safe management of a port, particularly in the case of an incident.

8.1 Entry of DG into the port by land

The notification of Dangerous Goods entering a port area by land must be submitted to the Port Authority at least 24 hours prior to its arrival; 48 hours for UN Class 1. When this occurs, the ***Dangerous Goods Port Entry Checklist*** shall be completed by the Agent/supplier and approved by the Health and Safety department prior to their entry into the port in accordance with the ***Health and Safety Management Procedure***.

8.2 Entry of DG into the port by sea

The notification of Dangerous Goods entering port on board a vessel must be submitted to the Port Authority at least 48 hours prior to its arrival. A reduced period of notification may be accepted if the duration of the voyage from the previous port is less than 48 hours.

The Agent of the vessel is required to notify the Port Authority in advance of all DG cargoes to be imported or exported by a vessel at the Port. When this occurs, the ***Dangerous Goods Port Entry Notification Form*** shall be completed by the Agent of the vessel and submitted to Port Authority (Port Control) at least 48 hours prior to the arrival of the vessel carrying DG. If the duration of the voyage is less than 48 hours, then the form must be provided no later than the time of departure from the previous port.

Port Authority may in its sole discretion accept the notification of a DG cargo and grant approval for a cargo of DG to be brought into the waters of the Port or on a terminal of the Port.

The Shipping Agent must ensure that a port entry approval has been granted by the Port Authority at least 24 hours prior to the arrival of DG at the Port.

While at anchorage or alongside berth, the Master of the vessel loading/discharging dangerous goods shall complete the ***Master Undertaken Statement*** form, sign, stamp and submit to the Safety department through his agent. A copy of the ***Master Undertaken Statement*** shall be forwarded to the Marine department.

8.3 Documentation

Documentation accompanying DG must be completed in accordance with the guidelines in the IMDG Code.

In the case of packaged Dangerous Goods, a list must be provided that shows the:

- PSN of the Dangerous Goods.
- UN number.
- Class or, when assigned the division of the goods, including for UN Class 1 DG, the compatibility group letter (if applicable).
- Number and type of Packages.

- Packing Group.
- Flashpoint range (as appropriate).
- Quantity.

9.0 Requirements by UN class and cargo type

9.1 UN class 1 explosives

9.1.1 Compatibility

Compati-bility Group	Hazard Division	Article or Substance to be Classified
A	1.1	Primary explosive substance
B	1.1; 1.2; 1.4	Article containing a primary explosive substance and not containing two or more effective protective features. Some articles, such as detonators for blasting, detonator assemblies for blasting and primers, cap type, are included, even though they do not contain primary explosives
C	1.1; 1.2; 1.3; 1.4	Propellant explosive substance or other deflagrating explosive substance or article containing such explosive substance
D	1.1; 1.2; 1.4; 1.5	Secondary detonating explosive substance or black powder or article containing a secondary detonating explosive substance, in each case without means of initiation and without a propelling charge or article containing a primary explosive substance and containing two or more effective protective features
E	1.1; 1.2; 1.4	Article containing a secondary detonating explosive substance, without means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids)
F	1.1; 1.2; 1.3; 1.4	Article containing a secondary detonating explosive substance, with its own means of initiation, with a propelling charge (other than one containing a flammable liquid or gel or hypergolic liquids) or without a propelling charge
G	1.1; 1.2; 1.3; 1.4	Pyrotechnic substance, or article containing a pyrotechnic substance, or article containing both an explosive substance and an illuminating, incendiary, tear-or smoke-producing substance (other than a water-activated article or one containing white phosphorus, phosphide, a pyrophoric substance, a flammable liquid or gel or hypergolic liquids)
H	1.2; 1.3	Article containing both an explosive substance and white phosphorus
J	1.1; 1.2; 1.3	Article containing both an explosive substance and a flammable liquid or gel
K	1.2; 1.3	Article containing both an explosive substance and a toxic chemical agent
L	1.1; 1.2; 1.3	Explosive article or substance containing an explosive substance and presenting a special risk (e.g. due to water activation, or the presence of hypergolic liquids, phosphides or a pyrophoric substance) and needing isolation of each type
N	1.6	Articles containing only extremely insensitive substances
S	1.4	Article or substance so packed or designed that any hazardous effects arising from accidental functioning are confined within the package unless the package has been degraded by fire, in which case all blast or projection effects are limited to the extent that they do not significantly hinder or prohibit fire fighting or other emergency response efforts in the immediate vicinity of the package

Within UN Class 1, there are six Divisions. Within the Divisions, compatibility groups are assigned to define which explosive can be safely stowed and transported together. The numbers and letters in the classification system relate to the sensitivity, mass explosion hazard and projectile hazard of a particular type of explosive, 2.1.2.2 of the IMDG code refers as below:

9.1.2 Segregation

Goods of class 1 are segregated from other classes of DG either using the table at 7.2.4 of the IMDG code and shown in 7.5 of this document. Segregation between different divisions of class 1 and their compatibility groups is determined by using the table at 7.2.7.1.4 of the IMDG code as shown below:

Compatibility group	A	B	C	D	E	F	G	H	J	K	L	N	S
A	X												
B		X											X
C			X	X[6]	X[6]		X[1]					X[4]	X
D			X[6]	X	X[6]		X[1]					X[4]	X
E			X[6]	X[6]	X		X[1]					X[4]	X
F						X							X
G			X[1]	X[1]	X[1]		X						X
H								X					X
J									X				X
K										X			X
L											X[2]		
N			X[4]	X[4]	X[4]							X[3]	X[5]
S		X	X	X	X	X	X	X	X	X		X[5]	X

The “X” denotes the compatibility groups that can be stored with each other in the same CTU. Closed CTU’s carrying different goods of class 1 do not require segregation from each other provided 7.2.7.1.4 authorises the goods to be transported together. Where this is not permitted, closed CTU’s shall be "separated from" one another.

9.1.3 Separation distances

The separation distances from protected installations, including the accommodation blocks of vessels (other than the vessel handling explosives) specified in the table below are to be maintained at all times whilst handling explosives in any port within the RAK Ports Group.

Net Explosive Quantity (kg)	Separation Distance (metres)			
	UN Class			
	1.1,1.5,1.6	1.2	1.3	1.4
25	10	50	10	10
50	25	50	10	10
100	33	50	10	10
200	52	52	10	10
300	68	68	10	10
500	95	95	10	10
1000	150	150	10	10
1500	191	192	10	10
2000	240	210	10	10
2500	257	220	87	10
3000	284	225	92	10
4000	350	235	105	10
5000	380	245	110	10
7500	424	265	125	10
10000	480	280	140	10
15000	546	300	158	10
20000	610	320	175	10

25000	650	340	186	10
30000	689	340	186	10
40000	762	360	218	10
50000	820	375	240	20

9.1.4 Berth designation

Explosives must only be handled at a designated berth(s). When designating an explosives berth, terminal or berth operator must take due account of:

- The total quantity, type and class of explosives to be transported or handled.
- The method of packaging, containment and stowage of the explosives.
- The total quantity, type and classification of other Dangerous Goods on the vessel.
- The geography of the port and the location of the berth within the port area
- Proximity to:
    - Protected installations,
    - Other vessels.
    - Other berths.
    - Access roads.
    - Equipment and Infrastructure.
- The type and availability of transport for the immediate removal of explosives from the berth.
- The immediate availability of adequate fire-fighting resources at the berth.
- Re-routing of land or waterborne traffic.
- Proximity to tanks and pipelines; and
- The separation distances defined in 9.1.7 from protected installations including the accommodation blocks on vessels.
    - Each berth designated for the handling of explosives must be provided with markings that extend at least 15 metres from the immediate handling area.

9.1.5 Radio and radar equipment

Only radio or radar transmitting equipment approved for this purpose may be used within 50 metres of any handling operation involving explosives.

The terminal or berth operator must satisfy itself through inspection that arrangements are in place to prevent the inadvertent operation of any fixed radio and radar installations on the vessel during the handling of explosives.

9.1.6 Vehicle operations

Any vehicles used for the **handling of explosives must be**:

- Approved for the purpose by the Port Authority.
- Powered using:
    - Electricity.
    - Liquid Petroleum Gas.
    - A Diesel Engine.
- Fitted with spark arresters, as appropriate.
- Inspected prior to use.
- Attended at all times while in a cargo compartment or storage area.

9.1.7 Safety requirements

The following safety requirements apply to the handling and transport of explosives in the port:

- Explosives must not be unloaded from a vessel unless the means of transport, by which they are to be removed from the port area, are on the terminal or berth and ready to receive them.
- Explosives must not be handled during the hours of darkness.
- Explosives of Divisions other than 1.4 must be taken directly to or from a vessel, and in no circumstances be held on a berth for more than 2 hours.
- Explosives of Division 1.4 should be taken directly to or from a vessel, and in no circumstances be held on a berth for more than 12 hours.
- Explosives must be unloaded as soon as reasonably practicable (within 2 hours of the vessel being secure at the berth).
- Explosives (excluding Division 1.4) must not be brought to a berth for loading onto a vessel unless the vessel is ready to receive them.
- Explosives of Division 1.4 must not be brought to a berth for loading onto a vessel unless the vessel is ready to receive them within 12 hours of berthing. In no circumstances are the goods to be held on a berth for more than a total of 12 hours.
- The handling of explosives, once commenced, must proceed without delay or interruption, except during an electrical storm. Operations must be suspended during the storm and not resumed until it has passed.
- Explosives must not be handled unless they have been classified in accordance with the IMDG Code.
- The vessel must depart from the port area within 2 hours of completion of loading of explosives (excluding Division 1.4).
- A vehicle must leave the port area as soon as possible on completion of being loaded with explosives (excluding Division 1.4) and in all circumstances within 2 hours of the explosive being unloaded from the vessel.

- On completion of a vehicle being loaded with explosives of Division 1.4, it must leave the port area as soon as possible and within 12 hours of the explosive being unloaded from the vessel.
- Where more than 100 kg of explosives (other than Division 1.4) are to be loaded or unloaded in the port area, a customer's representative who has immediate access to specialist advice in the case of an emergency, must be contactable by phone and be immediately available while the explosives are being loaded and/or unloaded. The phone contact to the customer representative must be verified prior to commencement of the loading/ unloading of the vessel and/or vehicle. The customer's representative role should not involve a command or control position in an incident.
- Emergency Procedures for the terminal or berth, developed in conjunction with the Port Authority and the emergency services, must be in place before any explosives are handled.
- All non-essential persons are excluded from the immediate handling area, taking into account the separation distances defined in Section 9.1.3 below.
- A traffic management plan for the terminal or berth must be in place for road vehicles carrying explosives.
- Road vehicles carrying explosives must be at least 100 metres apart while waiting to load a vessel and/or leaving the port area.
- Whilst explosives are being handled, ignition sources must not be permitted in or near handling areas. Smoking must be strictly prohibited on the vessel and on the berth (except in safe areas). Notices must be displayed on the vessel and on the berth bearing the words DANGER-NO SMOKING-NO NAKED LIGHTS.
- Adequate and appropriate firefighting facilities and water must be immediately available on the vessel and fire hoses on it laid out ready for use (not applicable to Division 1.4 explosives).
- Vessel and shore personnel must receive prior instruction regarding the hazards, handling methods and emergency procedures for explosives.
- No bunkering of a vessel must take place whilst explosives are being handled (excluding Division 1.4).
- Repairs involving hot work are prohibited on the vessel or on the berth whilst explosives (excluding Division 1.4) are being transported or handled.
- Repairs involving engine repairs resulting in the vessel being immobilised are prohibited whilst explosives are onboard the vessel (excluding Division 1.4).
- If emulsion precursors are handled on the same vessel or in the same area as explosives, then the total quantity of these materials must be considered as UN Class 1 and the relevant separation distances must apply.

- Explosives must be segregated from incompatible cargoes, combustibles and other Dangerous Goods at all times.
- The engines and ancillary equipment of the vessel must be kept ready at all times, so that the vessel can leave the berth at short notice.

9.1.8 Damaged packages

Where an explosives CTU, or its seal, appears to be damaged, that CTU must be set aside for examination and repair or safe disposal.

Should explosives be spilled or escape from a CTU, the spillage must be immediately collected by a competent person and suitable arrangements made for repacking or disposal.

The terminal or berth operator must ensure any incident involving explosives is immediately reported to the Port Authority.

9.2 UN class 2 gases

Class 2 contains 3 divisions which comprise of compressed or liquified gases.

9.2.1 Storage

Class 2 gases and cylinders of gas of any class are to be stored with adequate ventilation and protection from the environment.

The storage or cargo handling area is to be clean and tidy, at least 3 metres away from a building or other dangerous goods, and with clear access in the event of an emergency.

Gas cylinders, full or empty, are to be stored inside a secure cage. No cylinder is to be freestanding or unprotected.

Cylinders are only to be positioned only in areas that are safe from accidental damage, from heavy traffic and cargo movement.

9.2.2 Limits

Excepting for Division 2.3 there are no limitations to the amount of class 2 gases that can be handled at RAK Ports. Terminal and berth operators and other port users must seek guidance from the Port Authority before bringing any Division 2.3 gases into any of the ports in the RAK Ports Group.

9.2.3 Safety requirements

Reference should be made to the individual SDS for each class 2 product for specific safety and handling information and if applicable the relevant RAK Ports ***COSHH procedure***.

9.3 UN class 3 and 4 flammable liquids and flammable solids

Flammable liquids are classified as Dangerous Goods due to their ability to burn in the presence of oxygen.

It is sufficient to note that Class 4 substances are generally solid and will either burn readily in the presence of oxygen (sometimes without an ignition source) or will release a flammable substance when wet.

9.3.1 Storage

Where practicable the temporary storage of these classes of DG is to be in closed CTU's. A separate CTU must be used for Classes 3 and 4.3 but classes 4.1 and 4.1 can be stored together provided an adequate level of safety is maintained, approval for this must be obtained from the Port Authority.

CTU's must be segregated as per the segregation table guidelines at 7.5.

No CTU's containing classes 3 and 4 are permitted to be closer than 10m to any building used as an office, accommodation or amenity.

If class 3 or 4 items are stored in portable tanks then the tanks must be of the type approved by the relevant packing instruction in chapter 4 of the IMDG code, and meet the requirements of chapter 6.7.

CTU's containing a class 4.1 product that requires temperature control must be assigned areas within the port that comply with the segregation and distancing requirements of this document but also be kept in an area protected from direct sunlight and heat.

9.3.2 Limits

There are no limitations to the amount of class 3 and class 4 that can be handled at RAK Ports.

9.3.3 Safety requirements

Smoking is prohibited in the vicinity of any class 3 product, also no open flames or machinery that produces sparks or high intensity heat should be used within 5m of any CTU.

For class 4.3 containers should be kept away from any possible method of water ingress and stored in a dry well-ventilated area.

Reference should be made to the individual SDS for each class 3 and 4 product for specific safety and handling information and if applicable the relevant RAK Ports ***COSHH procedure***.

9.4 Class 5 oxidising substances

Oxidising Substances are divided into Oxidising Agents (Class 5.1), and Organic Peroxides (Class 5.2).

Oxidising substances provide a plentiful supply of oxygen exactly where it is needed (in direct contact with the combustible material) hence substances that may burn slowly in air will often burn fiercely or even explode when in contact with an oxidising substance.

Organic peroxides are generally unstable and require the addition of stabilisers and/or temperature control in order to be stored and handled safely.

9.4.1 Storage

The temporary storage of class 5 is to be in closed CTU's or approved portable tanks.

CTU's must be segregated from other classes of DG as per the segregation table guidelines at 7.5.

No CTU's containing classes 5 are permitted to be closer than 10m to any building used as an office, accommodation or amenity.

If class 5 items are stored in portable tanks, then the tanks must be of the type approved by the relevant packing instruction in chapter 4 of the IMDG code and meet the requirements of chapter 6.7.

CTU's containing a class 5.2 product that requires temperature control must be assigned areas within the port that comply with the segregation and distancing requirements of this document but also be kept in an area protected from direct sunlight and heat.

9.4.2 Limits

The port Authority must be consulted to advise terminal and berth operators and Port users on the quantities of class 5.1 and 5.2 that can be temporarily stored in any of the ports controlled by the RAK Ports Group.

UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer when mixed with fuel oils has the capacity to be used as an explosive. For transport purposes when any Ammonium Nitrate is transported in consignment with Class explosives the total aggregate (i.e. explosive plus ammonium nitrate) must be treated as Class 1 explosives.

Ammonium Nitrate and Ammonium Nitrate Based Fertilizer UN 1942 and UN 2067 are subject to a maximum temporary storage limit of 50 CTUs or 1000 metric tons.

9.4.3 Safety requirements

Reference should be made to the individual SDS for each class 5 product for specific safety and handling information and if applicable the relevant RAK Ports ***COSHH procedure***.

9.5 UN class 6 toxic and infectious substances

Toxic substances may be solid or liquid. They can cause harm through inhalation, ingestion or absorption and they can vary significantly in respect to their degree of toxicity.

9.5.1 Storage

Where practicable the temporary storage of class 6 is to be in closed CTU's.

CTU's must be segregated as per the segregation table guidelines at 7.5.

9.5.2 Limits

There are no limitations to the amount of class 6 that can be handled at RAK Ports.

9.5.3 Safety requirements

Avoid contact with the skin eyes and clothing, wash hands before breaks and after handling unsealed containers of any class 6.1 product and before eating, drinking and smoking.

Reference should be made to the individual SDS for each class 6 product for specific safety and handling information and if applicable the relevant RAK Ports ***COSHH procedure.***

9.6 UN class 7 radioactive material

Any material with an activity concentration exceeding the values in 2.7.2.2.1 of the IMDG code is classed as radioactive.

9.6.1 Storage

Class 7 items are to be in closed CTU's.

CTU's must be segregated from other classes of DG as per the segregation table guidelines at 7.5.

9.6.2 Limits

Limitations on the quantities of packaged radioactive substances that may be handled at RAK Ports are very dependent on the type of material and how it is packed. Consequently it is not possible to indicate specific quantity limits, the Port Authority will make an informed decision on a case by case basis, terminal and berth operators and other port users must seek guidance and approval from authority no less than 48 hours prior to the items being presented for export or the vessel arriving on the berth. As DV cargo then class 7 items are subject to a maximum temporary storage time limit of 12 hours inside the port.

9.6.3 Safety requirements

All precautions must be taken to avoid unnecessary exposure of persons to radioactive substances e.g. persons should be instructed to withdraw to a distance of 5 metres from any CTU's unless required for the handling operation. Cargo operations must be arranged so that persons spend minimal time close to the radioactive substances. Lifting apparatus used to handle CTUs should utilise spreader bars or other means to prevent the possibility of tines puncturing the containers.

9.7 UN class 8 corrosive material

Corrosive substances may be solid or liquid, acidic or caustic and mildly or extremely corrosive. Some corrosives can cause severe burns to skin, eyes and mucous membranes. Many are sufficiently volatile to evolve vapour and subsequently cause harm.

9.7.1 Storage

Where practicable the temporary storage of class 8 is to be in closed CTU's.

CTU's must be segregated as per the segregation table guidelines at 7.5.

9.7.2 Limits

There are no limitations to the amount of class 8 that can be handled at RAK Ports.

9.7.3 Safety requirements

Avoid contact with the skin eyes and clothing when handling class 8.

Reference should be made to the individual SDS for each class 8 product for specific safety and handling information and if applicable the relevant RAK Ports ***COSHH procedure***.

9.8 UN class9 miscellaneous and environmentally hazardous substances

UN Class 9 substances and articles (miscellaneous dangerous substances and articles) are substances and articles which, during transport, present a danger not covered by other classes. It also contains items that could potentially harm the environment if introduced if spilled into the sea or contaminate the land.

9.8.1 Storage

Where practicable the temporary storage of class 9 is to be in closed CTU's.

CTU's must be segregated as per the segregation table guidelines at 7.5.

9.8.2 Limits

There are no limitations to the amount of class 9 that can be handled at RAK Ports.

9.8.3 Safety requirements

There are no specific requirements for the handling of class 9 but particular care should be taken to refer to an individual product's SDS and comply with the requirements specified therein. Under no circumstances must it be assumed that all substances and articles that fall within the scope of UN Class 9 are compatible with one another, or that each substance or article so classed has a similar risk profile in respect of, amongst other things, emergency response.

10.0 Security

10.1 Planning

All terminal or berth operators that transport, handle or store Dangerous Goods must adopt, implement and comply with a security plan. This plan may be separate from or integral to any security plan complying with the IMO International Ship and Port Facility Security (ISPS) Code.

This plan must identify the risks within the terminal or berth, and how these risks will be managed, and cover at least the following elements:

- Specific allocations of responsibilities for security to authorised personnel.
- Records of Dangerous Goods or types of Dangerous Goods transported.
- Review of current operations and assessment of vulnerabilities.
- Clear statements of security measures, including training and operating practices.
- Effective and up-to-date procedures for reporting and dealing with security threats, breaches or incidents.
- Procedures for evaluating and testing security plans and periodically updating them.

- Measures to ensure the security of transport information contained in the plan.
- Measures to ensure that the distribution of transport documentation is limited as far as possible; and
- Measures to confirm information provided to persons who have access to Dangerous Goods covered by the security plan.

10.2 Risk assessments

Assessing the risks, categorising them, and then deploying appropriate measures to manage them is an important part of improving terminal or berth security.

A risk in the context of security is a measure of the probability that an unlawful act will be attempted and will be successful. The level of risk is affected by a combination of the threat faced and the vulnerability of the terminal or berth (see 10.5).

10.3 Dangerous goods security advisor

A DG Security Advisor must be appointed to have overall charge of DG security at each terminal or berth.

This person need not be the DGA (7.7) or vice versa but must have the authority to secure the cooperation of colleagues and if need be to recommend expenditure on protective measures.

The Dangerous Goods Security Advisor must perform the following functions:

- Produce the terminal or berth risk assessment, and the consequent defensive measures and planning.
- Devise and maintain a search plan.
- Devise and maintain evacuation plans.
- Decide on the extent and direction of evacuation of a site.
- Decide when to re-occupy a site.
- Liaise with RAK Ports, local police and other emergency services; and
- Arrange Dangerous Goods security training, communication cascades and drills, including training for deputies.

10.4 Access to security plan

Only key personnel must be allowed access to the Dangerous Goods security plan, and any supporting information must be kept secure. The security plan should include a list of people authorised to have access to this information.

10.5 High consequence dangerous goods

High Consequence Dangerous Goods are those which have the potential for misuse in a terrorist incident and which may, as a result, produce serious consequences such as mass casualties or mass destruction. As defined in the IMDG Code, the indicative list of High Consequence Dangerous Goods is shown in at 1.4.1 for classes 1-6 and 8-9 and at 1.4.2 for class 7.

10.6 RAK Ports approval

Terminal or berth operators must not, under any circumstances, accept High Consequence Dangerous Goods onto their premises without securing prior approval from RAK Ports and all other relevant authorities, and comply with any additional security or other requirements as may be determined on a case-by-case basis by RAK Ports or other relevant authorities.

10.7 Site security

10.7.1 General

At terminals or berths where the quantities of DG handled are large enough to warrant larger areas of the site being secured, or even the whole site, the site must be fenced using fence of at least 2.4 metres high. Access to the site must be restricted to suitably trained and authorised persons through use of a photo-pass system. CCTV and other monitoring systems may be implemented as part of the PFSP.

10.7.2 Temporary restricted areas

Areas may be designated “Temporary Restricted Area (TRA)” at any of the Ship/Facility interface when handling DG, even when the whole facility is designated “Restricted Area”. Additional fencing may be used when heightened security levels (Level 2 & 3) are in place.

A single access point will be manned at all times for access/egress to any designated TRA.

Access to any berth designated a TRA, will be restricted to manned access control area only, all other access will be locked throughout.

10.7.3 Lighting

Any area used for the handling or storage of DG must be sufficiently lit to enable persons to read labels, placards and signs where necessary.

10.7.4 Site access

Because of the hazards, access to any areas used for the transport or handling of DG needs to be controlled and restricted to those persons having a legitimate purpose. A single access point will be manned at all times for access/egress to any area designated for Planning.

The access control system must include the following:

- A means to identify the extent of access to be permitted for each person.
- The means to account for everyone within the area at any given time; and
- The issuing of restricted access passes to visitors or prohibiting unaccompanied access to DG.

11.0 Training

11.1 Overview

All shore-based personnel engaged in the transport, handling or storage of Dangerous Goods by sea must comply with the relevant training requirements of the IMDG Code commensurate with their specific job function or functions.

The successful application of international regulations concerning the transport, handling or storage of Dangerous Goods and the achievement of their objectives are greatly dependent on the appreciation by all persons concerned of the risks involved and on a detailed understanding of the regulations. This can only be achieved by properly planned and maintained initial and retraining programmes.

11.2 Shore based personnel training

Based on IMDG requirements, all persons undertaking one of the following functions in any of the ports in the RAK Ports Group requires DG training:

- Classify DG and identify PSNs of Dangerous Goods.
- Pack DG in packages.
- Mark, label or placard DG.
- Pack and unpack CTUs.
- Prepare transport documents for DG.
- Offer DG for transport.
- Accept DG for transport.
- Handle DG in transport.
- Prepare DG loading and stowage plans.
- Load and unload DG into or from ships.
- Carry DG in transport.
- Are otherwise involved in the transport of DG as determined by the Port Authority.

11.3 Scope of DG training

The scope, or depth, of DG training required is broadly dependent on the risk presented by the task performed by the individual.

There are 4 types of training that personnel should receive:

- **General awareness/familiarisation training**:

  Every person engaged in a function described in Section 11.2 above must receive training designed to provide familiarity with the general provisions of DG transport.

- **Function specific training**

  Detailed training covering the rules and regulations that are applicable to the function the person performs.

Recommended training needs by function are given in the IMDG code 1.3.1.5

- **Safety training**

  Depending upon the individual's risk of exposure training should be given on:

  - Methods and procedures for accident avoidance.
  - General dangers presented by the various DG classes and how to avoid them.
  - Procedures to be followed in the event of accidental release.

- **Security training**

  Security awareness training should be given on:

  - The nature of the security risk and how to recognise it.
  - Methods to address and reduce risk.
  - Actions taken in the event of a breach.

Training records should be made available on request and training programmes reviewed by the port authority for all terminal and berth operators and users storing, transporting, or handling DG product in any of the ports operated by RAK Ports Group.

12.0 Reference

IMDG Code

RP ISP 011: Marine Control Procedure.

RP ISP 031: Health & Safety Management Procedure.

RP ISP 036: COSHH Procedure.

13.0 Records

Note: All records are retained for a minimum period of 2 years, and then transferred to archive facility in accordance with the Archives Procedure.

14.0 Annexes

Annex A: Dangerous Goods Port Entry Checklist (RP ISP 031-10).

Annex B: Dangerous Goods Port Entry Notification Form (RP ISP 011-92).

Annex C: Master Undertaken Statement (RP ISP 037-12).

Annex A: Dangerous Goods Port Entry Checklist (RP ISP 031-10).

DANGEROUS GOODS PORT ENTRY CHECKLIST

[To be submitted to the Port Authority by Agent or Supplier Prior Arrival of DG]

PORT NAME	SP ☐	AJZP ☐	RAKP ☐	AJRP ☐	RMCFZA ☐

1. SHIPPING INFORMATION

Name of the Shipping Agent or Supplier: _____

Vehicle Reg No.: _____ Driver's Name: _____

Driver's Address: _____ Driver's Phone No.: _____

2. DESTINATION INFORMATION

➢ **Ashore:**

Berth No: _____ Vessel Name: _____ IMO No: _____

Vessel Type: _____ Duration of Stay at SP/AJZP/RAKP/AJRP/RMCFZA: _____

Time Expected to Offload and load the Shipment: _____

➢ **Offshore:**

At Anchorage ☐ Outside Port Limit ☐

Supply Boat Name: _____ At Berth No.: _____

Agent's Name: _____ Name of the Vessel: _____

Position of the Vessel: _____ Local Agent: _____

3. DESCRIPTION OF DANGEROUS GOODS

UN No.: _____ PSN: _____ Technical Name: _____

Class: _____ Packing Group: High Danger [I] ☐ Medium Danger [II] ☐ Minor Danger [III] ☐

Physical State: ☐ Liquid ☐ Solid ☐ Gas ☐ Multi-Phase (Describe) _____ ☐ Other (Describe) _____

Flash Point C ^{0} _____ Boiling Point C ^{0} _____ Shock Sensitive: ☐ Yes ☐ No Water Reactive: ☐ Yes ☐ No

Pyrphoric? ☐ Yes ☐ No Oxidizer? ☐ Yes ☐ No Radioactive: ☐ Yes ☐ No If Yes, Isotope _____

Activity: _____ Biological? ☐ Yes ☐ No

Weight of Shipment: _____ Type of containers in which the material is shipped: ☐ Drum ☐ Plastic ☐ Glass ☐ Bulk in Road Tanker ☐ Metal Can

Quantity of Material per each package (Mg, MT, Kg, Ml, Lts): _____ No of Packages: _____

Pallets: _____ Size of Containers: _____ Packages: _____

4. SAFE HANDLING CHECKLIST REQUIREMENT

CHECKLIST	YES	NO	COMMENTS
Goods are properly packaged, identified and sealed.			
Pallets and truck decks are free of protruding nails, screws, stones etc which could puncture packages or containers.			
Load is evenly distributed and light packages are protected from drums and others heavy packages.			
Packages or containers are secured and segregation distance is maintained and spillages of dangerous goods do not occur because of the movement of the load during transport.			
Food items are separated from chemicals.			
Documents describing dangerous goods are in place and being carried out on board truck.			
Is warning signs are being displaced on vehicle?			
Emergency response information and emergency equipment are in place.			
Vehicle placarded.			
Incompatible dangerous goods are separated.			
Are all containers/Packages correctly labeled (risk phrase, codes etc) and marked properly.			

Is there any unauthorised markings and labels?			
Packages of hazardous goods are not packed together with other goods.			
All packages are in upright position.			
Are the packages Marine Insured.			
Safety equipment such as fire extinguishers are carried in the truck.			
Chemical safety data sheets for hazardous chemicals are prepared and in place near the driver.			
All Shipping and Customs Papers Are in Place.			
Hazardous goods Packages are well secured and Leak Proof.			
Is the outside Surface of the Packaging clean of any material after filling?			

5. ADDITIONAL SAFETY PRECAUTIONARY MEASSURES:

a. Speed limit of the truck not to be exceeded 20 km/hr.

b. Cigarettes and similar shall not be smoked and such materials as matches or lighters which give out flames and sparks shall not be used during loading and unloading of all hazardous goods.

c. Materials whose packing has been damaged will not be allowed inside the port.

d. Signs to be displayed by the truck and supply boat as well carrying hazardous goods.

e. The label on the package must provide essential information like classification of the chemical and its hazardous and precautions to be observed.

f. Chemical safety data sheets for hazardous chemicals should give information about the identity of the chemical, its supplier, classification, hazardous, safety precautions and the relevant emergency procedures.

g. Packaging must be assembled according to packaging manufacturer's specifications or company instructions.

h. If packaging contents are mixed, then contents must be compatible with each other.

i. Quantities of hazardous materials must be in accordance with packaging quantity requirements.

j. Engine must be turned off before unloading or loading operations.

k. Do not use any tools which might damage packages, drums or containers during loading or offloading operation.

l. Before offloading hazardous materials, parking brake must be set to avoid any movement of vehicles.

m. Offload and load hazardous material away from heat sources.

n. Never transfer hazardous material from one package to another.

o. Any products which require being loaded separately never load them together in the same cargo space. (Example:- Class 6, Class 1, Class 8, Class 5 etc…..).

6. AGENT'S CERTIFICATION

I certify that all the information provided above is true and accurate.

Name: _____ Position: _____

Signature: _____ Date: _____

Annex B: Dangerous Goods Port Entry Notification Form (RP ISP 011-92).

DANGEROUS GOODS PORT ENTRY NOTIFICATION FORM

[To be submitted to the Port Authority (Port Control) by Agent at least 48 hours prior arrival of DG. If the duration of the voyage from the vessel's last port of call is less than 48 hours, then the form must be provided no later than the time of departure from the previous port.]

PORT NAME	SP ☐	AJZP ☐	RAKP ☐	AJRP ☐	RMCFZA ☐

1. VESSEL DETAILS

Vessel name:	**Type of vessel:**
IMO no.:	**LOA:**
Draft:	**Last Port of call:**
ETA:	**Port of entry:**

2. DANGEROUS GOODS DETAILS

UN No.:	**Class:**
Proper Shipping Name (PSN) of goods:	
Quantity:	**Packing group:**
Type of packaging:	**Number of packages:**
Flashpoint range (as appropriate):	**Subsidiary risk:**
Consignor:	**Consignee:**

3. DANGEROUS GOODS HANDLING DETAILS

Proposed DG handling date:	**Proposed DG handling time:**
Berth (If known/allocated):	**Safety arrangements:**

4. AGENT DETAILS

Name of the Agent:	**Contact no.:**
Additional comments:	
Remarks:	

Annex C: Master Undertaken Statement (RP ISP 037-12).

MASTER UNDERTAKEN STATEMENT

PORT NAME	SP ☐	AJZP ☐	RAKP ☐	AJRP ☐	RMCFZA ☐

MASTER UNDERTAKEN STATEMENT IN ORDER TO CARRY OUT THE FOLLOWING ACTIVITIES WHILE AT ANCHORAGE OR ALONGSIDE BERTH

REPAIRS ☐ **BUNKERING OPERATION** ☐ **LOADING/DISCHARGING DANGEROUS GOODS** ☐

I, the Master _____ **of M/V** _____ **while at anchorage or alongside berth No.** _____ **at SP/AJZP/RAKP/AJRP/RMCFZA, hereby advise that my vessel is planning to carry out the following activities (Please give full details of activities to be undertaken).**

.....

.....

.....

.....

I declare that the above-mentioned activities shall be completed without any delay or request to the Port Authority for extension of stay. I hereby undertake that my vessel shall take all the necessary measures and procedures to prevent any unsafe incident, i.e. spillage, fire, release of gas, etc. during the above-mentioned activities, and in case of any violation agree to pay all related charges/fines. If for any reason the above-mentioned activities are not completed as specified, the Port Authority must be informed to prevent any delays in operations.

Furthermore, I declare that all relevant laws, decrees and/or regulations that relate to or govern any of the matters referred to in this document will be complied with.

Signed: _____

Capt. _____

Vessel's Stamp: _____

Stamp:
Health & Safety dept.

APPROVED

Date: .....

RAK PORTS

PM (AJZP/RAKP/AJRP)/ **HSEQM** (SP/RMCFZA)

Cc: Marine Department

Retention	@ Office	@ Archives
	0-2 years	3-5 years