

GUIDELINE FOR HANDLING DEFECTIVE & DAMAGE DANGEROUS GOODS IN PORT

A. RESPONSIBILITIES OF TERMINAL OPERATOR.

1. Upon discovery of damaged dangerous goods, the terminal personnel is to take the following appropriate steps namely:
 - i. To notify the Dangerous Goods Department, PKA immediately with the relevant information via telephone/ e-mail.
 - ii. To place fire engine on standby immediately (subject to case to case basis).
 - iii. To isolate the cargo at designated area.
 - iv. To barricade the area.
 - v. To prevent unauthorized personnel entering the area.

B. RESPONSIBILITIES OF SHIPPING AGENT / BOX OPERATOR / FORWARDING AGENT.

1. In the case of import
 - i. The shipping agent / box operator is to contact the consignee to obtain advice to handle the damaged dangerous goods. The safety officer of the company / appointed surveyor is required to be at the site to provide the advice.
 - ii. To obtain SDS and related documents from shipper/ agent.
2. In the case of export
 - i. The forwarding agent is to contact the shipper to obtain advice to handle the damaged dangerous goods. The safety officer of the company / appointed surveyor is required to be at the site to provide the advice.
 - ii. To obtain SDS and related documents from shipper/ agent.
3. In the case of transshipment / transit
 - i. In case of transit, defective or damaged receptacles containing any dangerous goods shall not be unloaded from any vessel unless permissions is obtained from Dangerous Goods Department, PKA.
 - ii. The shipping agent/ box operator is to notify the principal/ shipper immediately to obtain technical advice to deal with the damaged dangerous goods.
 - iii. The appointed surveyor is required to be at the site to provide the advice.
 - iv. To obtain SDS and related documents from shipper/ agent.
 - v. To obtain approval from Free Zone Department, PKA if involves transloading activity.

4. To appoint the licensed contractor to handle the damage dangerous goods. Please refer to below link:
<http://pkapp.pka.gov.my/ancillarycomp/paparcomp.php?idanc=15>
5. To obtain the Container Packing Certificate (CPC) from the competent person upon completion of stuffing.
6. Agent shall submit transshipment declaration together with CPC to the Dangerous Goods Department, PKA.

C. RESPONSIBILITIES OF APPOINTED CONTRACTOR.

1. To submit a report to Dangerous Goods Department, PKA within 7 working day after completion of work.
2. To ensure that the area of work is clean and safe for usage after completion of work.
3. To adhere with all safety requirements/ practices compliance with applicable regulations during the re-working process.

Notes:

Kelang Port Authority By Laws (Amendment) 1989

Section 123.

(1) No vessel shall carry, and no person shall bring or cause to be brought into the port any dangerous goods unless the approval of the Authority has been obtained.

(2) Notwithstanding anything in this Part the Authority shall have the power to refuse dangerous goods intended for handling or storage within or transmit through the port if because of their condition, the condition of their containment, the condition of their mode of conveyance, or the condition prevalent in the port, such handling, storage or transmit will endanger life or property:

Provided that where a vessel carrying such goods is in distress, reasonable efforts shall be made to aid it particularly when the lives of its crew and passengers are in danger.

(3) Defective or damaged receptacles containing any dangerous goods shall not be placed on any vessel or wharf unless permissions in writing is obtained from the Authority. Defective and damaged receptacles containing any dangerous goods shall only be worked between sunrise to sunset unless otherwise permitted by the Authority.

(4) If the Authority is of the opinion that the presence of any dangerous goods in the port constitutes an unacceptable hazard, the Authority may order the removal of the goods or the package, freight container, portable tank or vehicle in which the goods are contained.

(5) Where the master or owner of a vessel fails to remove the dangerous goods which constitute an unacceptable hazard, the Authority may take such steps to hold, remove or otherwise dispose of such goods and the expenses of so doing shall be borne by the master or owner.