

NOTICE TO AGENTS, BERTH AND SHIP OPERATORS No.4 of 2014

LEGAL REPORTING OBLIGATIONS FOR VESSELS CARRYING DANGEROUS OR POLLUTING GOODS IN BULK

Agents, Berth and Ship Operators are reminded of the legal reporting obligations placed upon them under the following UK Regulations:

The Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004

The Dangerous Substances in Harbour Areas Regulations 1987

Dangerous Substances in Bulk Byelaws 1991

Specifically, and following instances of errors or omissions in pre arrival or departure notifications, the attention of Agents, Berth and Ship Operators is drawn to the following obligations:

Pre arrival and departure notification requirements:

Not less than 24 hours in advance of the vessels arrival or departure the information set out below shall be provided to London VTS:

- 1. The correct technical names of the dangerous or polluting goods,**
- 2. The United Nations (UN) numbers where they exist,**
- 3. The IMO hazard classes in accordance with the IMDG, IBC and IGC Codes and, where appropriate,**
- 4. The class of the ship as defined by the INF Code,**
- 5. The quantities of such goods and their location on board and, if they are being carried in cargo transport units other than tanks, the identification number thereof.**

This information should take the form of a cargo manifest document that should be submitted using the PISCES system.

It is recognised that it may not be practicable to provide the specific and finalised information identified under element 5 (above) 24 hours in advance of the vessels arrival or departure.

Provisional information under element 5 shall be provided not less than 24 hours in advance of the vessels arrival or departure.

Finalised information providing the information required under element 5 (the specific quantities and locations of dangerous or polluting goods onboard) must be provided at the first opportunity and not later than 6 hours before arrival at port limits or departure from a berth (as appropriate).

Classification of vessels carrying specified cargoes:

Agents, Berth and Ship Operators are reminded to take specific care to ensure that vessels are correctly declared and classified as **HAZARDOUS** or **SPECIFIED** at the time of voyage notification.

A **SPECIFIED VESSEL** means any vessel having on board (including in its slop tanks), quantities of the following (IMO coding in brackets):

1. **Explosives (Class 1, excluding Class 1.4), in excess of 10kg Net Explosive Quantity;**
2. **LNG in bulk, LPG in bulk or being non-gas free following discharge of these cargoes (Class 2);**
3. **Flammable liquids and substances in bulk or being non-gas free following discharge of these cargoes (Class 3 of flashpoint <23° C);**
4. **Toxic and corrosive substances in bulk or being non-gas free following discharge of these cargoes (Classes 6.1 and 8.0).**

Agents and vessel operators are reminded that the only method of submitting this information is online via the PISCES system.

Failure to provide the necessary pre arrival or departure notifications or to correctly classify vessels carrying dangerous or polluting goods may result in delays or restrictions being imposed on the movement of a vessel and/or prosecution.

2 April 2014

Port of London Authority
London River House, Royal Pier Road,
Gravesend, Kent DA12 2BG

**DAVID PHILLIPS
CHIEF HARBOUR MASTER**



ISO9001 • ISO14001
OHSAS 18001

EXPIRY DATE: N/A
TO RECEIVE FUTURE NOTICES TO MARINERS BY **E-MAIL**,
PLEASE REGISTER VIA OUR WEBSITE www.pla.co.uk
Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centres at Gravesend and Woolwich.



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AUTHORITY