

*Procedures for the handling of Odorous and or Toxic Cargoes at
 No 1 Maribyrrong.*

Failure to comply with the procedures will result in the cessation of all operations at the berth.

No 1 Maribyrrong Berth is located in close proximity to other industries and to adjacent local communities. There are stringent regulations in place at the berth to prevent emissions of odorous and/or toxic vapours. Operations at the berth are required to comply strictly with the procedures set out below, to ensure vapour emissions of odorous and or toxic vapours are eliminated.

The Port of Melbourne Corporation (PoMC) has deemed the following products to be Odorous/Toxic

Table 1. (see note 1)			
Acetone	UN 1090	Methyl Methacrylate	UN 1247
Acrylonitrile	UN 1093	Perchloroethylene	UN 1897
Benzene (Crude)	UN 1993	Phenol	UN 2821
Benzene (Pure)	UN 1114	Propylene Oxide	UN 1280
Butyl Acetate	UN 1123	n-Propyl Acetate	UN 1276
Butyl Acrylate	UN 2348	Styrene Monomer	UN 2055
n-Butanol	UN 1120	Toluene	UN 1294
Cumene	UN 1918	Toluene Di-Isocyanate	UN 2078
2-Ethyl Hexyl Acrylate		Trichloroethylene	UN 1710
Ethyl Acrylate	UN 1917	Vinyl Acetate Monomer	UN 1301
Methyl Ethyl Ketone	UN 1193	Xylene	UN 1307
PyGas	UN 3295		

Any other cargo of Dangerous Goods Class 6, any EPA Class 3 Indicator and any substance with an odour threshold less than that of Toluene.

and requires them to be handled in the following manner:

Prior to Arrival.

1. The shipping agent must conduct a pre ship arrival meeting with the Terminal operator, cargo surveyors and PoMC to confirm procedures for handling all the Table 1 products.
2. Ship's tanks to be depressurised* prior to arrival. The tanks must be depressurised prior to entering Williamstown Shipping channel. Once depressurised all tank openings must be closed.
 * Note – Requirement 2 shall not apply to cargoes that for safety or contamination reasons must remain under pressure. (Sampling from such tanks can only take place provided there is no release of vapour)
3. Ship and shore manifolds and drip trays to be clean, dry and empty of cargo. Blank flanges in place.
4. All Table 1 products with prewash requirements must be undertaken with a sealed washing system. Ships that do not have fixed washing machines in tanks must make alternative arrangements, which may include but are not limited to, fixing in advance portable washing machines.

Prior to Discharge.

5. All sampling of product must be via a Closed sampling method. Alternatively pumpstack sampling may be approved provided that there is a controlled working sampling point, two-valve separation from the manifold and/or one valve and the cargo hose is attached (open sampling is prohibited) Personnel must attend at manifold and sampling points with product neutraliser and spillage equipment.
6. All gauging of product must be by MMC tape or auto gauging (manual gauging is prohibited).
7. There must be a signed agreement between the ship and shore on maximum and minimum discharge rates and pressures.
8. There must be agreement between the ship and shore on the operating parameters on all vapour return lines.

During Discharge.

9. All tank openings must be sealed at all times.
10. There must be constant supervision on ship and shore of all cargo lines and connections.
11. Product neutraliser and spillage equipment must be available on ship's deck and wharf.
12. Any leak or spill must result in the immediate stopping of cargo, fault rectified and/or cleaned up, appropriate authorities informed.
13. Ship and shore drip trays to be clean, dry and empty of cargo at all times.
14. Visual inspections of empty tanks is prohibited. Confirm by ship auto gauges / dry pump sounds / sight glass.

Discharge completed.

15. Any additives required to be introduced to the tank for Marpol prewash purposes must be introduced to the tank via a closed method. Upon completion of the Marpol prewash discharge, the Australian Maritime Safety Authority (AMSA) inspector may visually inspect the relevant tank(s) to ensure that they are fully discharged in accordance with the International Marpol convention.
16. The Ship and Terminal will reach written agreement on the procedure and medium to be used to purge cargo lines from the ship manifold valve back to the shore for each ship visit so as to ensure no escape of cargo or vapour to the environment.
17. A sealable container and product neutralizer must be in place whilst cargo hoses are removed and blank flanges are bolted onto manifolds and hoses.
18. Blank flanges are to be fully bolted onto completed cargo manifold ship connections.
19. The shore must comply with disconnection procedures as set out in section 9.6 of the berth operations manual.

Prior to Loading

The PoMC has deemed that the products identified in Table 1 must be loaded in the following manner:

1. Vapour return lines are compulsory.
2. There must be a signed agreement between the ship and shore on maximum and minimum loading rates and pressures.
3. There must be agreement between the ship and shore on the operating parameters on all vapour return lines.
4. All tank openings must be sealed at all times.
5. If sampling of the products prior to loading is required it must be via dedicated sample points at the manifolds. A sealable container and neutralizer must be in place during sampling.

During Loading

6. All tank openings must be sealed at all times.
7. Gauging by ships auto gauge /MMC tape /sight glass.
(manual gauging is prohibited)
8. Ship and shore drip trays to be clean, dry and empty of cargo at all times.
9. There must be constant supervision on ship and shore of all cargo lines and connections.
10. Product neutraliser and spillage equipment must be available on deck and wharf.
11. Any leak or spill must result in the immediate stopping of cargo, fault rectified and/or cleaned up and appropriate authorities informed.
12. If sampling of the products during loading is required, it must be via closed sampling method. A sealable container and neutralizer must be in place during sampling.

Loading Completed

13. The Ship and Terminal will reach written agreement on the procedure and medium to be used to purge cargo lines from the shore manifold valve back to the ship for each ship visit so as to ensure no escape of cargo or vapour to the environment.
14. A sealable container and product neutralizer must be in place whilst cargo hoses are removed and blank flanges are bolted onto manifolds and hoses.
15. If a final sample from tank(s) is required it must be via closed sampling method.

Note 1 The PoMC reserves the right to include any new product handled at the berth into Table 1.