



Dublin Port Dangerous Goods (Cargoes) Bye-Laws 2026

Prepared for:

Dublin Port Company

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PART I GENERAL PROVISIONS

CHAPTER 1 PRELIMINARY

1 AUTHORISATION AND COMMENCEMENT

Made by Company pursuant to the provisions of Section 42(1) of the Harbours Act, 1996 (the “Act”), as amended by the Harbours (Amendment) Act 2009, and the Harbours Act 2015, relating to the regulation of the Harbour and property under the control of the Company.

These Bye-Laws come into effect on the [date] and supersede and replace the Dublin Port Dangerous Goods (Cargoes) Bye-Laws 2014, which are hereby revoked.

2 DEFINITIONS

In these Bye-Laws except where the context otherwise requires–

- (1) “12-hour temporary storage window” means a period of 12-hours commencing on the arrival of dangerous goods at a terminal by any mode of transport, during which intermediate temporary storage, as defined under Section 37, is permitted to effect the transhipment of those dangerous goods from the arriving mode of transport to the departing mode of transport, and shall not be construed as permitting the temporary storage of dangerous goods generally at the terminal.
- (2) “ADR” means the Agreement Concerning the International Carriage of Dangerous Goods by Road, the Annexes to it and the protocol of signature thereto done at Geneva on 30 September 1957, as implemented in Ireland by the European Communities (Carriage of Dangerous Goods by Road and Use of Transportable Pressure Equipment) Regulations 2011 to 2025.
- (3) “approved standards” means such current Irish or other standard specification or code as may be accepted or specified by the Company.
- (4) “Authorised Officer” and “Authorised Representative” means all Company staff or nominated contracted personnel who are authorised by the Company to act on its behalf under these Bye-Laws.
- (5) “authorised goods” means goods which have been deposited or placed or allowed to lie or remain on a quay with the permission of the Harbour Master.
- (6) “berth” includes any dock, graving dock, pier, jetty, quay, mooring and other place at which a vessel might lie.
- (7) “carriage” means the change of place of dangerous goods, including stops made necessary by transport conditions and including any period spent by the dangerous goods in vehicles, tanks and containers made necessary by traffic conditions before, during and after the change of place.
- (8) “Cargo Interests” means a consignor (shipper), carrier, forwarder, consolidator, packing centre or any person, company or institution involved in any of the following activities–
 - (a) identification
 - (b) containment
 - (c) packaging
 - (d) packing
 - (e) securing
 - (f) marking

- (g) labelling
- (h) placarding
- (i) documenting

as appropriate, of dangerous cargoes for receipt by a port and transport by sea and having control over the cargo at any time. In the case of the Company this means Port tenants operating a facility within the Company estate.

- (9) “COMAH” means the Control of Major Accident Hazards, and “COMAH Regulations” means the Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015.
- (10) “competent authority” means–
- (a) under the IMDG Code–
The Chief Surveyor, Marine Survey Office, Department of Transport
 - (b) for Class 1 dangerous goods under ADR–
Government Inspector of Explosives, Department of Justice, Home Affairs and Migration
 - (c) for Classes 2, 3, 4, 5, 6, 8 and 9 dangerous goods under ADR–
Health and Safety Authority
 - (d) for Class 7 dangerous goods under ADR–
Environmental Protection Agency
 - (e) for management of ADR driver training safety examination schemes and management of approved training providers–
 - (i) for Class 1–
the Minister for Justice, Home Affairs and Migration
 - (ii) for Classes 2, 3, 4, 5, 6, 8 and 9–
Chartered Institute of Logistics and Transport Ireland
 - (iii) for Class 7–
Environmental Protection Agency
 - (f) for vehicles carrying dangerous goods under ADR–
The Road Safety Authority
 - (g) any other authority, regulator, agency, or similar body with responsibility and / or jurisdiction over the transport of dangerous goods, or relevant to the safety of dangerous goods
 - (h) any authority listed in subparagraphs (10)(a), (10)(b), (10)(c), (10)(d), (10)(e) or (10)(f) shall be construed as a reference to any successor authority, or to an authority to which the relevant functions have been transferred, whether by statute, reorganisation, renaming, reconstitution, merger, or otherwise, as the case may be
- (11) “competent person” means a person, having regard to the task he or she is required to perform and taking account of the size or hazards (or both of them), possessing such qualifications, training, knowledge and experience as to satisfy the Company that he or she is competent to carry out the duties assigned to them (and as further defined in the Safety, Health and Welfare at Work Act 2005).
- (12) “consignee” means any person, organisation or government which is entitled to take delivery of a consignment.
- (13) “consignment” means any package or packages, or load of dangerous goods, presented by a consignor for transport.

- (14) “consignor” means any person, organisation or government which prepares a consignment for transport.
- (15) “controlled drug” means a controlled drug as defined in Section 2 of the Misuse of Drugs Acts 1977 and 1984.
- (16) “dangerous cargoes” means cargoes that consist of, and / or comprise, dangerous goods.
- (17) “dangerous good” has the meaning assigned to it under Section 29. All references to “dangerous good” in these Bye-Laws shall be construed as a reference to a “dangerous good” or a “dangerous substance” under the IMDG Code, ADR, or RID.
- (18) “dangerous substance”, when referred to in the context of COMAH, shall be construed in accordance with the COMAH Regulations, namely a substance or mixture—
- (a) covered by Part 1 of Schedule 1 of the COMAH Regulations, or
 - (b) listed in Part 2 of Schedule 1 of the COMAH Regulations,
- including in the form of a raw material, product, by-product, residue or intermediate
- In all other cases, “dangerous substance” shall be construed in accordance with the term “dangerous good”.
- (19) “Deputy Harbour Master”, “Deputy” or “Harbour Master’s Nominee” means any suitably qualified member of the staff of the Company authorised by the Harbour Master to perform any function conferred by a provision of the Harbours Acts or these Bye-Laws.
- (20) “driver training certificate” means a certificate as set out in the form contained in Schedule 1 to the Carriage of Dangerous Goods by Road Regulations 2010.
- (21) “Dublin Port Company”, “Company” or “DPC” means Dublin Port Company, a limited liability company incorporated under the Companies Acts, and registered in Ireland No. 262367, responsible for the management, control, operation and development of the Port.
- (22) “EPA” means the Environmental Protection Agency of Ireland.
- (23) “employee” means a person who has entered into or works under (or, where the employment has ceased, entered into or worked under) a contract of employment and includes a fixed-term employee and a temporary employee and references, in relation to an employer, to an employee shall be construed as references to an employee employed by that employer.
- (24) “employer”, in relation to an employee—
- (a) means the person with whom the employee has entered into or for whom the employee works under (or, where the employment has ceased, entered into or worked under) a contract of employment,
 - (b) includes a person (other than an employee of that person) under whose control and direction an employee works, and
 - (c) includes where appropriate, the successor of the employer or an associated employer of the employer.
- (25) “emergency services” means An Garda Síochána, the Ambulance Service, the Fire Service, and Irish Coast Guard.
- (26) “establishment” shall be construed in accordance with the COMAH Regulations, and has the meaning assigned under Section 37.
- (27) “EX-rated” means a rating for equipment that is used or intended to be used in a hazardous location and that complies with the requirements of the ATEX Directive (2014/34/EU) and the relevant European Standard for the equipment and the hazardous area; under this definition, a “hazardous location” is a place in which an explosive atmosphere may occur in such quantities as to require special precautions to protect the health and safety of the workers concerned.
- (28) “fairway” means a channel that is designated for shipping.

- (29) “flammable” shall be construed in accordance with the definition in the Recommendations on the Transport of Dangerous Goods Model Regulations, the IMDG Code, and / or ADR as it applies to the particular dangerous good or class of dangerous good, unless otherwise stated.
- (30) “goods”, unless otherwise stated, means articles, merchandise and items of any and all descriptions including livestock, fish, minerals, animals, wares, chattels, containers and material of every description.
- (31) “handling” in relation to dangerous goods includes loading, unloading and transferring the goods and cleaning, purging, gas-freeing and ballasting any tank on a vessel which contains dangerous goods or their vapour.
- (32) “harbour” means the limits of the Harbour of Dublin Port Company as defined in Part I of the Third Schedule of the Harbours Acts, being the limits consisting of and including—
- (a) the River Liffey and the quays and walls bounding the same,
 - (b) the walls called the North Wall, the South Wall and the East Wall, respectively,
 - (c) the piers, jetties, tidal basins and other works constructed by or belonging to the Dublin Port and Docks Board before the relevant vesting day, and
 - (d) the harbour of Dublin and the strands, bays, creeks and harbours thereof and all waters inside that area,
 - (e) commencing from but excluding the Matt Talbot Memorial Bridge in the City of Dublin, and extending to an imaginary straight line drawn from the Baily Lighthouse on the north in the County of Dublin and extending through the North Burford Bank Buoy and thence through the South Burford Bank Buoy and thence to Sorrento Point on the south including the harbours of Bulloch and Sandycove, but excepting the limits of the harbour of Dún Laoghaire Harbour Company and excepting also the harbours of Coliemore and Sutton.
- (33) “Harbours Acts” means the Harbours Act 1996 and the Harbours Act 2015.
- (34) “harbour craft” means a vessel which is used mainly within the Harbour and operated by the Company.
- (35) “Harbour Master” means the person appointed by the Company to act as Harbour Master, and for the purposes of these Bye-Laws, shall include his or her Deputy, assistants and authorised agents.
- (36) “harbour premises” means the Harbour and property including docks, quays, slipways, jetties, stages and all other harbours, works, land and buildings (whether owned, licensed or leased) for the time being vested in or occupied by or administered by the Company.
- (37) “Harbour Police” means a member or members of Dublin Port Company staff appointed under Section 54(2) of the Harbours Acts to police the Harbour and to exercise the powers under Section 54(3) of the Harbours Acts.
- (38) “high consequence dangerous goods” means dangerous goods that have the potential for misuse in a terrorist incident and that may, as a result, produce serious consequences such as mass casualties or mass destruction. The list of high consequence dangerous goods is provided in Schedule 2.
- (39) “HSA” means the Health and Safety Authority of Ireland.
- (40) “IMDG Code” means the International Maritime Dangerous Goods Code, published by the IMO.
- (41) “IMO” means the International Maritime Organisation.
- (42) “ISPS” means the Code of Practice on Security in Ports, published by the IMO.
- (43) “lighting up hours” shall be construed in accordance with the Road Traffic Act and any Regulations made thereunder, and means the period commencing one half hour after sunset on any day and ending one half hour before sunrise on the next day.

- (44) “Limited Quantities and Excepted Quantities”–
- (a) “Limited Quantities” means the quantities of dangerous goods of certain classes that may be transported under the provisions of Chapter 3.4 of the Recommendations on the Transport of Dangerous Goods Model Regulations and the corresponding chapters of ADR, IMDG and RID, as specified in column 7a of the Dangerous Goods List.
 - (b) “Excepted Quantities” means the quantities of dangerous goods of certain classes that may be transported under the provisions of Chapter 3.5 of the Recommendations on the Transport of Dangerous Goods Model Regulations and the corresponding chapters of ADR, IMDG and RID, as specified in column 7b of the Dangerous Goods List.
- (45) “Management Information System” or “MIS” means the Company-operated information system for the management of dangerous goods in the Port, including the management of advance notifications and the generation of dangerous cargo permits.
- (46) “Master”, when used in relation to any vessel, means the person having command or charge of the vessel for the time being, but shall not include Pilots.
- (47) “operator” means–
- (a) in the case of a COMAH establishment, any natural or legal person who operates or controls an establishment or installation, or to whom the decisive economic or decision-making power over the technical functioning of the establishment or installation has been delegated.
 - (b) in any other case, any natural or legal person that carries out an activity within the Port and to whom the decisive economic or decision-making power over the activity has been delegated, whether or not the activity is governed by a licence, lease, tenancy or other agreement with the Company.
- (48) “owner” means–
- (a) when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale, receipt, custody, loading or unloading and clearance of those goods, and any other person in charge of the goods or his agent, in relation thereto.
 - (b) when used in relation to a vessel, includes any part owner, broker, charterer, agent or mortgagee, in possession of the vessel or other person or persons entitled for the time being in possession of the vessel.
 - (c) when used in relation to a vehicle, includes any part Owner, broker or agent or person having charge of a vehicle for the time being.
- (49) “person” means any individual, whether sole or collective, any unincorporated body, or any company or corporation of any kind, whether aggregate or sole registered in Ireland or abroad.
- (50) “prohibited goods” means such goods as may from time to time be prohibited by the Harbour Master from being brought or deposited or permitted to remain within the Harbour or any part thereof.
- (51) “Port”, in these Bye-Laws, has the same meaning as “Harbour”.
- (52) “quay” means any quay, dock, wharf, jetty, dolphin, landing stage or other structure used for berthing, mooring, discharging or loading of vessels and includes any pier, bridge, roadway or footway immediately adjacent and affording access thereto, except such as may be appropriated, licensed or leased by the Company for the exclusive use of any particular person or firm.
- (53) “responsible person” means a person appointed by an operator, an employer or by the master of a vessel, who is empowered to take all decisions relating to a specific task having the necessary competence, knowledge and experience for that purpose and, where required, is suitably certificated or otherwise recognised by an appropriate regulatory authority.

- (54) "RID" means the Regulations concerning the International Carriage of Dangerous Goods by Rail, appearing as Appendix C to the Convention concerning International Carriage by Rail concluded at Vilnius on 3 June 1999, as referred to in section II.1 in Annex II to Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008, as implemented in Ireland by the European Communities (Transport of Dangerous Goods by Rail) Regulations, 2010.
- (55) "Safety, Health and Welfare at Work Act" means the Safety, Health and Welfare at Work Act 2005.
- (56) "SDS" means Safety Data Sheet and shall be construed in accordance with Annex II of Commission Regulation EU 2020/878 of 18 June 2020 amending Annex II to Regulation (EC) No 1907/2006 of the European Parliament and of the Council concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH).
- (57) "small vessel" means any vessel of less than 20 metres in length including a sailing vessel and for the purpose of this definition, "sailing vessel" means a vessel designed to carry sail, whether as a sole or as a primary or supplementary means of propulsion.
- (58) "SOLAS Convention" or "SOLAS" means the International Convention for the Safety of Life at Sea (SOLAS) 1974.
- (59) "SSI Portal" means the SafeSeasIreland portal located at www.safeseas.ie which allows the exchange of messages between Irish maritime authorities and other EU member states.
- (60) "State Service" means an Agency, Authority, Body, Government Department, Inspector, Office, or other representative acting for or on behalf of the State, that has the authority to stop, search, inspect, impound, retain, quarantine or otherwise cause Dangerous Goods to be retained, held, quarantined, or impounded or their onward transport delayed in the Port either directly or indirectly, and shall include—
- (a) The Office of the Revenue Commissioners
 - (b) The Department of Agriculture, Food and the Marine
 - (c) A Competent Authority defined in these Bye-Laws
 - (d) An Garda Síochána
- (61) "storage", "intermediate temporary storage", and "transit storage" have the meanings assigned under Section 37.
- (62) "Port Terminal" or "Terminal" have the meanings assigned under Section 37.
- (63) "Tenant" shall be construed in accordance with the definition in the Landlord and Tenant Act 1980.
- (64) "transit shed" and "transit site" have the meanings assigned under Section 37.
- (65) "toxic" has the same meaning as "poisonous" and shall be construed in accordance with the definitions in the Recommendations on the Transport of Dangerous Goods Model Regulations, or the IMDG Code, and / or ADR as it applies to the particular dangerous good or class of dangerous good, unless otherwise stated.
- (66) "unauthorised goods" means goods which have been deposited or placed or allowed to lie or remain on a quay without the permission of the Harbour Master.
- (67) "vehicle" means any rail or road vehicle permanently attached to an underframe and wheels or chassis and wheels and includes any motor car, motor lorry, horse drawn lorry, car, cart, carriage, cycle, tractor, trailer and steam driven vehicle, van, bus, mini bus, trailer, caravan, container, motor scooter, electric scooter, moped, forklift, cranes, rubber tyred gantry cranes, trailer or semi-trailer whether or not attached to a prime mover and unmanned autonomous vehicles electrically or mechanically propelled.
- (68) "vessel" means a ship, boat, raft or water craft of any description and includes non-displacement craft, including personal watercraft and jet skis, seaplanes and any other thing

constructed or adapted for floating on or being submersed in water (whether permanently or temporarily) and a hovercraft or any other amphibious vehicle, used or capable of being used as a means of transportation on water, other than a Small Vessel.

- (69) “VTS” means Vessel Traffic Services, the Port traffic control station that organises and controls all vessel movements within the jurisdiction of Dublin Port Company, with all directions from VTS from the Harbour Master unless the contrary is stated.

3 INTERPRETATION

In these Bye-Laws, except where the context otherwise requires–

- (1) The Interpretation Act 2005 applies.
- (2) Unless the contrary intention appears, words and expressions shall bear the same meaning as in the Harbours Acts. Where there is any conflict between these Bye-Laws and the Harbours Acts, the provisions of these Bye-Laws shall prevail.
- (3) A reference in these Bye-Laws to any enactment or statutory instrument, including any subordinate legislation, or to any code, agreement or other document shall be construed as a reference to that enactment or statutory instrument, including any subordinate legislation, or to any code, agreement or other document as amended, extended, replaced, superseded, or re-enacted from time to time, as the case may be.
- (4) A reference in these Bye-Laws to any authority, regulator, agency, or body shall be construed as a reference to any successor authority, regulator, agency, or body, or to an authority, regulator, agency, or body to which the relevant functions have been transferred, whether by statute, reorganisation, renaming, reconstitution, merger, or otherwise, as the case may be.

4 APPLICATION

- (1) These Bye-Laws–
 - (a) apply throughout the Harbour
 - (b) apply to Class 2, Class 3, Class 4, Class 5, Class 6, Class 7, Class 8 and Class 9 dangerous goods and any sub-class, division or packing group within these Classes, within the Harbour
 - (c) shall not apply to the following–
 - (i) Class 1 dangerous goods subject to the Dublin Port Company Dangerous Goods Cargoes (Class 1) Bye-Laws 2015
 - (ii) the discharging, loading, handling, storage and distribution of petroleum subject to the Dublin Port and Docks Board Bye-Laws Relative to the Discharging, Loading, Handling, Storage, and Distribution of Petroleum at the Port of Dublin
 - (iii) goods subject to the Dublin Port Company Bye-Laws for the Regulation of Goods on Quays
- (2) Notwithstanding sub-section (1) these Bye-Laws apply to or in relation to dangerous goods except–
 - (a) dangerous goods carried under the limited quantity or excepted quantity provisions in the IMDG Code, ADR or RID
 - (b) dangerous goods taken in sample form for testing by an authorised officer or a competent authority

- (c) dangerous goods being used solely in connection with the propulsion of a vessel or any other mode of transport and which are not loaded or carried as cargo
- (d) dangerous goods when carried–
 - (i) by a vessel as part of the equipment or stores of that vessel
 - (ii) by a vehicle or in a freight container or by any other mode of transport as part of the equipment of that vehicle, vessel, freight container or any other mode of transport

5 OFFENCES

- (1) Any person who contravenes any provision of these Bye-Laws or otherwise fails to comply with any of these Bye-Laws or any condition, requirement or prohibition imposed by the Harbour Master or Authorised Officer or Representative of the Company, in the exercise of the powers conferred under these Bye-Laws, shall be guilty of an offence pursuant to Section 42(2) of the Harbours Acts.
- (2) Where an offence under these Bye-Laws is committed by a body corporate and is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of, a person being a director, manager, secretary or other officer of that body corporate, or a person who was purporting to act in that capacity, that person shall also be guilty of an offence and be liable to be proceeded against and punished as if he or she were guilty of the first-mentioned offence.

6 PENALTIES

- (1) A person guilty of an offence under these Bye-Laws shall be liable, on summary conviction, to a fine pursuant to Section 6(2) of the Harbours Acts.
- (2) Pursuant to Section 6A of the Harbours Acts, where a member of the harbour police has reasonable grounds for believing that a person is committing or has committed an offence under these Bye-Laws in the harbour, the harbour police may serve the person with a Fixed Payment Notice in the form specified in Schedule 1.
- (3) Pursuant to Section 6A(1)(b)(i) of the Harbours Acts, the amount of a Fixed Payment Notice under sub-section (2) shall be €300 for an offence other than under Section 42 or Section 71 of the Harbours Acts.
- (4) Pursuant to Section 6A(1)(b)(ii) of the Harbours Acts and the provisions of these Bye-Laws, the amount of a Fixed Payment Notice under sub-section (2) shall be €300 for an offence under these Bye-Laws.

7 INJURY OR DAMAGE

- (1) In the event of any loss or damage suffered by the Company, or in the event of any claim, demand, action or proceeding being made or taken against the Company, directly or indirectly arising from or connected with damage or injury caused to any person(s) or thing(s) where such damage has been caused directly or indirectly by dangerous goods–
 - (a) on board a vessel
 - (b) being unloaded from a vessel
 - (c) being loaded to a vessel
 - (d) in transit through the Port
 - (e) staged within the Port

(f) stored at the Port

then in any such case the Company shall be indemnified to the full extent thereof by the owner of the vessel, vehicle, and / or goods as the case may be, together with all costs, liabilities and expenses incurred by the Company in connection therewith.

- (2) The Company shall be entitled to enforce such indemnity under sub-section (1) in any court of competent jurisdiction.

8 POWER OF THE HARBOUR MASTER

- (1) A person shall not deposit or organise the bringing into the Port, dangerous goods for import or export by sea, except in accordance with the prior authorisation of the Harbour Master, nominee, Authorised Officer, or Authorised Representative.
- (2) A person depositing or organising the bringing into the Port of dangerous goods under sub-section (1) shall comply with the instructions of the Harbour Master as to where and when such goods may be located.
- (3) The instructions of the Harbour Master under sub-section (2) shall be generated using the MIS.
- (4) The Harbour Master, nominee, Authorised Officer, or Authorised Representative shall have the power to relax or waive any provision of these Bye-Laws, where such relaxation or waiver is justified by practical considerations and where it is reasonable to do so (excluding commercial gain or expediency).
- (5) Any such relaxation or waiver under sub-section (4) shall be subject to whatever conditions are imposed by the Harbour Master.

9 REMOVAL OF DANGEROUS GOODS FROM PORT

- (1) The Harbour Master, nominee, Authorised Officer, or Authorised Representative shall have the power to have any dangerous goods removed from the Port.
- (2) Costs incurred by Dublin Port Company arising from the removal of dangerous goods under sub-section (1), including storage and transport costs, shall be recovered from the owner of the dangerous goods as a simple contract debt, in any Court of competent jurisdiction.

10 DEROGATIONS

- (1) The Harbour Master may grant a derogation from the application of–
- (a) the quantity limits on the class or classes of dangerous goods that may be stored on a quay or at a terminal
 - (b) the time limits on the storage of the class or classes of dangerous goods that may be stored on a quay or at a terminal
 - (c) any other provision of these Bye-Laws, save where provided for under other legislation including other Dublin Port Bye-Laws, including but not limited to–
 - (i) unattended vehicles carrying dangerous goods
 - (ii) overnight parking of vehicles carrying dangerous goods
 - (iii) dangerous goods brought through a transit shed
- (2) The grant of a derogation under sub-section (1) shall be at the discretion of the Harbour Master.

- (3) A person requesting a derogation under sub-section (1) shall provide the information in Schedule 4 to these Bye-Laws to the Harbour Master in support of the application.
- (4) The Harbour Master shall, within 5 days of receipt of an application under sub-section (3)–
 - (a) grant the derogation, with or without conditions, as the case may be
 - (b) reject the derogation
 - (c) request additional information from the applicant
- (5) Additional information requested by the Harbour Master under paragraph (4)(c) shall be submitted to the Harbour Master within 2 days, unless otherwise stated in the request.
- (6) The Harbour Master may consult with other competent authorities in assessing an application for a derogation.
- (7) The Harbour Master may revoke or otherwise modify, amend or alter a derogation granted under paragraph (4) by giving notice to the person that requested the derogation 5 days before the revocation, modification, amendment or alteration comes into effect.
- (8) Notwithstanding sub-section (7), or any other provision of these Bye-Laws, the Harbour Master may revoke a derogation at any time.

CHAPTER 2 DUTIES OF CARGO INTERESTS

11 FACILITIES FOR AUTHORISED OFFICERS AND AUTHORISED REPRESENTATIVE

- (1) A person shall afford every reasonable facility to any Authorised Officer or Authorised Representative to ascertain that these Bye-Laws are being complied with.

12 GENERAL DUTIES OF EMPLOYERS

- (1) Every employer shall comply with the Safety, Health and Welfare at Work Act 2005, and any regulations or other statutory instrument made thereunder, as they relate to the employer's workplace and activities in the Port.
- (2) Every employer shall assess the risks associated with their work activities, and shall take into account the requirements of their employees, workers, and other persons directly or indirectly affected by their work activities.
- (3) All employees and other workers under the control, supervision or authority of an employer shall be trained in their work activities to enable them to perform their work safely.
- (4) Employers shall provide and maintain suitable personal protective equipment available to their employees and to workers and other persons under the control, supervision or authority of employer, where the risks cannot be eliminated or reduced to a level that does not require the use of personal protective equipment, or where such equipment is prescribed.

13 GENERAL DUTIES OF MASTERS

- (1) The Master of every vessel for the carriage of dangerous goods shall comply with–
 - (a) the International Maritime Dangerous Goods Code
 - (b) any Marine Notices issued by the Department of Transport
 - (c) all other legislation relating to the carriage of dangerous goods by sea
- (2) The Master of a vessel carrying packaged dangerous goods shall–

- (a) keep a manifest or a special list stipulating all dangerous goods on board and their stowage position on board in accordance with the IMDG Code, or alternatively may substitute the list or manifest with a detailed stowage plan identifying the location of the dangerous goods
 - (b) keep a copy of the list, manifest or detailed stowage plan in the dedicated, marked, water-tight fire control plan enclosure required under Chapter II-2, Regulation 20.2. of SOLAS.
 - (c) provide the required transport documents and all appropriate SDS to the responsible Duty Officer of the vessel when loading or unloading dangerous goods from the vessel
 - (d) ensure that–
 - (i) a safe deck and engine watch are maintained at all times,
 - (ii) there are sufficient crew available to operate the appropriate shipboard appliances in the case of an emergency, and
 - (iii) the arrangement and organisation of the safe watch keeping are commensurate with the nature, quantity, packing and stowage of dangerous cargoes and of any special conditions.
 - (e) take all precautions to ensure safety to persons and property, including ensuring that a watchman is on duty, when a vessel containing dangerous goods is berthed overnight
 - (f) unless otherwise agreed in writing with the Harbour Master–
 - (i) ensure that vessels in the Port maintain an adequate watch as required under paragraph 17((d), and
 - (ii) ensure that such watch immediately gives an alarm and notifies VTS Dublin VHF Channel 12 in the event of any danger, accident, disturbance or fire
 - (g) report immediately any loss, escape, leakage, venting or other loss of containment of dangerous goods to either–
 - (i) VTS Dublin on VHF Channel 12, or
 - (ii) by telephone to Port Operations on +353 1 887 6858 / +353 1 887 6859
 - (h) notwithstanding paragraph (g), report any fire occurring at a quay at which a vessel is berthed, or on board any vessel in the Port to VTS Dublin on VHF Channel 12.
 - (i) notwithstanding the immediate emergency response actions to be taken under paragraph (g), report immediately to VTS Dublin VHF Channel 12 or by telephone to Port Operations on +353 1 887 6858 / +353 1 887 6859–
 - (i) every incident involving dangerous goods, damage to packages and actual or threatened release of dangerous goods from packages, road vehicles, freight containers or portable tanks the condition of which cannot be fully assessed, and
 - (ii) the establishment of an extraordinary working conditions implemented by the responsible person in charge
- (3) Consignments of damaged or improper packages–
- (a) shall not be moved until an Authorised Officer has examined and assessed the further transportability of such goods
 - (b) shall be transported to a special area or other area designated by the Authorised Officer, if necessary
 - (c) all expenses for examination, transport, storage, repackaging and / or disposal of consignments of damaged or improper packages incurred by the Company shall be borne by Cargo Interest(s) having control over the consignment
- (4) In addition to the IMDG requirements as they apply to vessels above, every port operator or employer shall comply with the requirements of Section 12.

14 GENERAL DUTIES OF DRIVERS

- (1) Every driver carrying dangerous goods shall comply with–
 - (a) the European Communities (Carriage of Dangerous Goods by Road and Use of Transportable Pressure Equipment) Regulations 2011
 - (b) the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)
 - (c) all other legislation relating to the carriage of dangerous goods by road
 - (d) any good practice guidance published by a competent authority relating to the carriage of dangerous goods by road, as appropriate
- (2) Notwithstanding sub-section (1) and any provisions under other legislation, including under these Bye-Laws, every driver carrying dangerous goods shall–
 - (a) carry their ADR driver training certificate at all times while in charge of a dangerous goods load
 - (b) carry photographic identification at all times within the Port
 - (c) maintain their vehicle as required under ADR, including the carrying out of vehicle checks, inspections, and maintenance
 - (d) carry and maintain the safety equipment required for their vehicle, including all PPE, spill response equipment, fire response equipment, labels, markings, signs and warnings
 - (e) ensure that all vehicle markings, placards and other signs are clean and legible
 - (f) carry the instructions in writing in the cab of the vehicle
 - (g) ensure that the load is secure
 - (h) inform the emergency services, the Port, and any other competent authority as required in the event of an incident, accident or emergency

15 COMPETENCE AND TRAINING

- (1) All persons handling and / or storing dangerous goods and / or dangerous substances within the Port shall be competent to do so.
- (2) Notwithstanding sub-section (1)–
 - (a) The Master of a vessel shall ensure that there are a sufficient number of appropriately competent and trained personnel on board at all times.
 - (b) Every driver of a vehicle on public roads for the carriage of dangerous goods shall–
 - (i) hold a valid driver training certificate issued by the competent authority
 - (ii) only carry dangerous goods of the class(es) and package type(s) for which the driver holds a valid driver training certificate as stipulated on the driver training certificate
 - (c) Every crew member of a vehicle for the carriage of dangerous goods shall be competent to carry out their duties.
- (3) The Harbour Master or an Authorised Officer / Authorised Representative may request a person to demonstrate and / or confirm their competence relating to dangerous goods.
- (4) Employers shall provide training to their employees on dangerous goods, as relevant to the employer's activities and the employees' tasks and roles, in accordance with the latest versions of–
 - (a) the Recommendations on the Transport of Dangerous Goods Model Regulations,

- (b) the IMDG Code,
 - (c) ADR, and / or
 - (d) RID
- (5) Employers and operators shall maintain a record of the training on dangerous goods provided to employees or other persons subject to their control.

16 INTOXICATED PERSONS

- (1) No person under the influence of alcohol or drugs, whether or not a controlled drug, shall engage in any activities within the Port, as specified under Section 13(1)(b) of the Safety Health and Welfare at Work Act 2005.
- (2) All employees, if reasonably required by their employer, shall submit to any appropriate, reasonable and proportionate tests for intoxicants by, or under the supervision of, a registered medical practitioner who is a competent person, as may be prescribed under Section 13(1)(c) of the Safety Health and Welfare at Work Act 2005.
- (3) The Harbour Master or an Authorised Officer / Authorised Representative may request an employer to provide written confirmation that his or her employees are not under the influence of alcohol or drugs.

17 SAFETY PRECAUTIONS

- (1) Notwithstanding the requirements of Sections 12, 13 and 14, every employer and / or operator, as appropriate, shall–
- (a) identify the hazards in the place of work under his or her control,
 - (b) assess the risks presented by those hazards
 - (c) possesses a written assessment (a “risk assessment”) of the risks to the safety, health and welfare at work of his or her employees, including the safety, health and welfare of any single employee or group or groups of employees who may be exposed to any risks as a consequence of handling dangerous goods or cargoes.
- (2) All employers, operators, masters, and other persons carrying, handling and / or storing dangerous goods within the Port shall implement adequate safety precautions for employees, other persons, and members of the public, as provided for in these Bye-Laws and in accordance with relevant legislation, good practice guidance, approved standards, and directions and / or instructions from competent authorities.

18 FIRE PRECAUTIONS

- (1) General–
- (a) All persons shall comply with such legislation, approved standards, and relevant good practice guidance of fire prevention and fire protection as are necessary or advisable for the protection of persons and property.
 - (b) Operators shall comply with the requirements of the Fire Services Act, including–
 - (i) assessing the risks at their workplaces and associated with their work activities
 - (ii) carrying out a fire risk assessment commensurate with their activities
 - (iii) any directions or requirements of an authorised person, including any requirements to carry out a fire safety assessment

- (iv) any provision of the Act as it relates to–
 - I. emergency exits and emergency escape routes
 - II. fire-fighting equipment, including the identification and marking, accessibility, and usability of such equipment
 - III. fire detectors and / or fire alarm system(s), including the inspection, maintenance, servicing and testing of such detectors and / or systems
- (2) In the event of a fire occurring at a quay at which a vessel is berthed, or on board any vessel in the Port the Master of such vessel shall contact VTS Dublin on VHF Channel 12.
- (3) Fire extinguishing equipment–
 - (a) Employers, operators and Masters shall make available for use at all times suitable fire extinguishing equipment.
 - (b) The Master of every vessel in the Port (small non-powered vessels excepted) shall have adequate fire extinguishing equipment available for immediate use in any part of the vessel at all times, and the nature and amount of such equipment shall take into account any abnormal fire risk associated with any such vessel such as the type and quantities of dangerous goods carried.
 - (c) The responsible and competent person for each Port tenant shall have adequate fire extinguishing equipment available for immediate use in any part of the tenant’s premises at all times, and the nature and amount of such equipment shall take into account any abnormal fire risk associated with the tenant site and the type and quantities of dangerous goods handled.
 - (d) The fire protection equipment and procedures shall be identified by risk assessment as required under the Safety, Health and Welfare at Work (General Application) Regulations, or The Fire Services Acts.
 - (e) Employers, operators and Masters shall maintain fire extinguishing, fire fighting, and fire protection equipment.
- (4) Incipient fires–
 - (a) Fire extinguishing equipment for incipient fires to be available when and where dangerous goods are being loaded and / or unloaded.
 - (b) Sufficient fire extinguishing equipment suitable for the specific types of fire associated with the dangerous goods loaded, unloaded and / or handled in the Port shall be provided by the operator.
- (5) Fire hydrants–
 - (a) The use of a fire hydrant other than for fire fighting or a fire drill shall be carried out in accordance with the terms of such permission granted by the Harbour Master or an Authorised Officer / Authorised Representative.
 - (b) Dublin City Council may access fire hydrants to provide fresh water to vessels.
- (6) Drilling, grinding, welding and burning equipment–
 - (a) Welding, burning, hot-work, and similar equipment shall not be used in the Port, either on board vessels or on shore within the Port, except as provided for in this sub-section.
 - (b) No person may use any drilling, grinding, welding or burning equipment in the Port, nor in any vessel berthed at the Port, except with written permission of the Harbour Master or an Authorised Officer / Authorised Representative.
 - (c) All hot work shall be notified to the Harbour Master in advance and shall only be carried out under the DPC hot-works Standard Operating Procedure (SOP).

- (d) Before drilling, grinding, welding or burning equipment is used in the Port (on board vessels or on the land-side of the Port), the operators shall ensure that all flammable materials are moved to such a distance from the equipment as will render them safe from fire and, where such movement is not possible, they shall adequately shield such materials from heat and sparks.
 - (e) No tanks, containers or other facilities used for storing or transporting flammable materials shall be repaired in the Port using grinding, drilling, welding or burning equipment, until—
 - (i) the operators of such equipment have rendered them safe for making the repairs,
 - (ii) a Hot Work Permit has been issued by a competent person,
 - (iii) a Gas Free Certificate has been issued by a competent person, and
 - (iv) the Hot Work Permit and the Gas Free Certificate comply with the DPC Hot Work Check List.
 - (f) The operators of drilling, grinding, welding or burning equipment used in the Port shall ensure that suitable fire extinguishing equipment is provided at the work area.
 - (g) The operators of drilling, grinding, welding or burning equipment in the Port shall ensure that every compressor or generator used in connection with these is placed securely and in such manner as not to interfere with any other operations carried on in the Port or on Company property.
 - (h) Operators of drilling, grinding, welding or burning equipment shall take all necessary precautions to prevent fire or explosion.
 - (i) Operators of drilling, grinding, welding or burning equipment shall comply with the requirements of the Hot Work Permit.
 - (j) The use of welding or burning equipment at designated workshop or compound areas is excluded from these Bye-Laws.
- (7) Burning, boiling etc. of substances—
- (a) No person shall burn, boil or heat by fire any article or substance within the Port except with permission of the Harbour Master or an Authorised Officer / Authorised Representative and in such place and in such manner as the Harbour Master directs, authorises or permits.
- (8) Fires on vessels—
- (a) The Master of a vessel in the Port shall ensure that no fire is allowed thereon without prior permission from the Harbour Master.
 - (b) Any fire on a vessel that is permitted by the Harbour Master shall be in a suitable container to contain and prevent the spread of fire to other parts of the vessel.
 - (c) Any fire on a vessel that is permitted by the Harbour Master shall be under watch by a member of the vessel crew.
- (9) Dangerous goods for which water is not a suitable extinguishing agent—
- (a) Dangerous goods of this type shall not be extinguished with water.
 - (b) The person in charge of loading/unloading shall have access to Safety Data Sheet (SDS) information, either in hardcopy or electronically, and shall maintain suitable and sufficient fire-fighting, spill containment, and clean-up materials for the dangerous goods
 - (c) The competent person in charge of the loading/unloading activity shall ensure that the Master of the vessel and the Harbour Master or an Authorised Officer / Authorised Representative are notified of the risks associated with and precautions for handling

dangerous goods for which water is not a suitable extinguishing agent, including notification to the Fire Brigade to be on stand-by during such operations.

(10) Display of notices–

- (a) The Master of every vessel loading, unloading or having on board dangerous goods (including highly flammable goods) in the Port shall display “No Smoking” signs in prominent positions on the vessel.
- (b) The vessel shall also display Flag B or show an all-round red light at night.

19 PERMITS TO WORK

(1) In these Bye-Laws, repair works mean–

- (a) all kinds of hot works (excluding welding and burning operations under Section 18 of these Bye-Laws) which may take place on vessels
 - (b) all kinds of works carried out in cargo tanks, slop tanks, cofferdams, empty spaces adjacent to cargo tanks, cargo pump rooms and compressor rooms
 - (c) all kinds of works carried out within a distance of 3 metres around openings of cargo tanks that had previously contained flammable substances, or otherwise have the potential to give rise to a flammable or explosive atmosphere, or to release a flammable or explosive atmosphere
- (2) Hot works shall be carried out in accordance with Section 18, including paragraph 18(6)(c) (the DPC hot-works Standard Operating Procedure). A copy of the DPC hot-works Standard Operating Procedure may be requested from the Harbour Master, an Authorised Officer / Authorised Representative, or Port Operations (contact details in paragraph 45(5)(b)).
- (3) The holder of the approval or work permit to carry out the works shall be responsible for complying with the conditions of the approval or permit.
- (4) The area where repair works are carried shall be made free from noxious, toxic, flammable or explosive gases and / or vapours prior to commencement of the works, and shall be maintained free from such gases for the duration of the works.
- (5) The Harbour Master may request the person responsible for carrying out the works to demonstrate and / or verify that the area is free from noxious, toxic, flammable or explosive gases.
- (6) A person may provide the Harbour Master with a gas-free certificate issued by a competent person to demonstrate or verify the area is free from noxious, toxic, flammable or explosive gases under sub-section (5).
- (7) Work permits shall be generated by competent persons and shall be displayed at–
- (a) the access point to the vessel, and
 - (b) the place of work on the vessel.

20 PORTABLE ELECTRICAL EQUIPMENT ON BOARD SHIPS

- (1) No portable electrical equipment, including power tools or extension lamps, shall be used in spaces that have previously contained flammable liquids or gases, or that have the potential to generate or release flammable or explosive atmospheres, unless–
- (a) such space has been gas-freed and tested to confirm that no flammable or explosive atmosphere is present, and

- (b) a hot-work permit has been issued by the responsible person and approved by the Harbour Master (see Sections 19 and paragraph 18(6)(c)).
- (2) The Harbour Master may authorise the use of EX-rated lighting or lamps without prior gas testing.

21 SMOKING

- (1) All persons, employers and employees in the Port shall comply with the Public Health (Tobacco) Act 2002, and any regulations or statutory instruments made thereunder, including the Tobacco Smoking (Prohibition) Regulations 2003.
- (2) Notwithstanding sub-section (1)–
 - (a) the smoking of tobacco products, or
 - (b) the use of any device that uses a heating element to produce an inhalable vapour, aerosol or other substance, including but not limited to electronic cigarettes, vapes or similar handheld devices

is prohibited in the following areas of the Port–

- (i) all areas of the Port, with the exception of designated areas authorised by the Company
 - (ii) cargo handling areas, open storage areas, sheds and warehouses, except designated smoking areas
 - (iii) cargo holds, ballast tanks and bunker tanks of ships and within 30 metres from deck cargo and open hatches
 - (iv) on tankers and other ships carrying dangerous goods outside closed accommodation quarters
 - (v) on deck of ships taking on liquid fuel, lubricating material, and any flammable substances
 - (vi) within 30 metres of ships under sub-paragraph (2)(iv) and (2)(v)
 - (vii) in other areas designated as ‘No Smoking’ areas
- (3) The use of matches, cigarette lighters, mechanical lighters, portable lighters with electrical ignition sources, and similar sources of ignition is prohibited–
 - (a) outside authorised smoking areas
 - (b) outside vessel accommodation areas
 - (c) on board tankers and co-joining shore facilities
 - (4) Matches, cigarette lighters, mechanical lighters, portable lighters with electrical ignition sources, and similar sources of ignition shall not be carried on the tank deck or in any other place where flammable goods may be present.
 - (5) Vessels carrying or handling dangerous goods shall display a warning sign at the place(s) of access with the wording–

SMOKING PROHIBITED

22 GENERAL HANDLING PRECAUTIONS

- (1) Notwithstanding the requirements under Sections 12, 13, and 14, employers, Operators and Port Tenants shall provide all employees in the storage and handling of dangerous goods with

suitable induction, information, training and supervision, in accordance with the Safety, Health and Welfare at Work Act 2005.

- (2) The induction, information, and training under sub-section (1) shall be commensurate with and appropriate to the risks associated with the storage and handling of dangerous goods.
- (3) All persons working with dangerous goods in the Port shall take all due precautions to prevent accidents such as fires, spills, leaks, or other accidental or unintended releases of dangerous goods when loading, unloading, moving and / or storing such goods.
- (4) All persons working with dangerous goods in the Port shall take all due precautions to prevent damage to tanks, packages, containers or other units carrying dangerous goods, including damage that does not impair the integrity of the package containment but that may present other hazards, such as trips, falls, and impact of protruding sections of such packaging.
- (5) No person shall deface, obliterate, over-label or otherwise make illegible any placards, labels, signs or other visual indicators of package or tank contents.
- (6) All persons responsible for the storage and handling of dangerous goods shall—
 - (a) segregate the dangerous goods in accordance with the segregation table in Schedule 3.
 - (b) protect dangerous goods from external factors or conditions that may adversely impact on the storage or handling of the goods, including the protection from sunlight / the provision of shading, or other conditions specified by the Harbour Master.

23 REQUIREMENTS FOR LIFTING EQUIPMENT

- (1) Notwithstanding the requirements under Sections 12, 13, and 14, employers, Operators and Port Tenants shall ensure that any lifting equipment for handling dangerous goods complies with the requirements of Chapter 2 of the Safety, Health and Welfare at Work (General Application) Regulations 2007.
- (2) Cargo handling equipment, lifting appliances, lifting gear, and other equipment for lifting, shall be fit-for-purpose, of sound mechanical design and construction, and be free from defects.
- (3) Cargo handling equipment, lifting appliances, lifting gear, and other equipment for lifting, shall only be operated if the lifting activity and the lifting equipment is covered by a valid insurance certificate.
- (4) Lifting equipment shall not be subjected to loads beyond the certified safe working load.
- (5) Lifting equipment shall only be used for the purpose for which it is intended.
- (6) All lifting equipment shall be used, supervised, controlled, inspected, and maintained by competent persons.
- (7) All lifting operations shall be controlled and directed by a trained, competent person.

24 PERSONAL PROTECTIVE EQUIPMENT AND WELFARE FACILITIES

- (1) Notwithstanding the requirements of section 12, all employers, operators, and tenants shall provide adequate personal protective equipment, including suitable clothing and footwear, to employees and other workers and persons subject to the control of the employer, operator or tenant.
- (2) Personal protective equipment under sub-section (1) shall be provided in accordance with the requirements of Chapter 3 of the Safety, Health and Welfare at Work (General Application) Regulations, 2007.

- (3) Personal protective equipment shall be selected and provided such that it is suitable for the task or activity carried out by the employer, worker or other person, and suitable for the dangerous good being handled or stored.
- (4) Employers, operators and tenants shall provide suitable instruction and training on the correct use of personal protective equipment, including clothing and footwear.
- (5) Employers, operators and tenants shall ensure that any personal protective equipment provided under sub-section (1) is maintained at all times in good working order and in a satisfactory hygienic condition by means of any necessary storage, maintenance, repair or replacement.
- (6) Employees, workers and other persons provided with personal protective equipment shall not misuse or interfere with the equipment.
- (7) The minimum personal protective equipment to be used in or at quays, berths, terminals, transit sheds, transit sites, and other storage areas or areas where dangerous goods are stored or handled, are—
 - (a) safety boots
 - (b) safety helmets
 - (c) gloves
 - (d) eye or face protection
 - (e) high visibility clothing (class 3 as per IS EN ISO 20471)
 - (f) weatherproof clothing, suitable for the prevailing conditions
- (8) Other personal protective equipment that may be required includes—
 - (a) respiratory protection
 - (b) hearing protection
 - (c) safety harnesses
 - (d) personal flotation devices, for persons working within 1.5 meters of the water's edge.
- (9) In their assessment of the provision of personal protective equipment, employers, operators and tenants shall assess the need to provide personal protective equipment to protect employees, workers or other persons against the effects of specific hazards, including but not limited to—
 - (a) hand-arm vibration
 - (b) whole-body vibration
 - (c) biological agents
 - (d) chemical agents
 - (e) noise
 - (f) harmful dust or fumes
- (10) Where an employer, operator or tenant provides cargo handling services to a vessel, either directly or indirectly by means of a sub-contract, the employer, operator or tenant shall ensure that the persons carrying out the cargo handling services are—
 - (a) physically and medically fit for the work
 - (b) appropriately trained
 - (c) provided with relevant information regarding the hazards and risks associated with their work activity, taking into account—
 - (i) the cargo they will be handling
 - (ii) the port facility, the berth or the ship and they will be working on

- (iii) the safe system of working employed for the activity
- (iv) the supervision of the activity
- (v) the means of reporting hazards or defective equipment
- (d) provided with appropriate welfare facilities for the duration of the activity, including the provision of suitable shelter for breaks or rest periods
- (e) provided with the appropriate personal protective equipment

25 WEATHER PRECAUTIONS

- (1) Subject to the direction of the Harbour Master or an Authorised Officer / Authorised Representative, the Masters of vessels carrying dangerous goods shall not authorise the loading or unloading of dangerous goods in weather conditions that are likely to increase the risks of loading or unloading.
- (2) The Masters of vessels shall adhere to the operational limitations for each terminal crane or lifting equipment.

26 ARTIFICIAL LIGHTS

- (1) No person shall use any artificial light, including any laser or directed beam of light, that may impair navigation or endanger any person on Company property without permission of the Company.

27 SHIPS SIGNALS

- (1) The Master of every vessel loading, unloading or having on board dangerous goods in the Port shall display “No Smoking” signs as relevant in prominent positions on the vessel.
- (2) The Master of every vessel loading, unloading or having on board dangerous goods or having empty uncleaned cargo spaces following the carriage of dangerous goods shall display–
 - (a) by day, the International Code of Signals Flag “B”
 - (b) in the hours of darkness, an all-round red light in a prominent location.
- (3) In these Bye-Laws, “hours of darkness” shall have the same meaning as “lighting-up hours”.
- (4) In the event that the provisions under sub-section (2) cannot be met, the Master shall display these signals at a location determined by the Harbour Master.

28 SHORE-SIDE ELECTRICITY (SSE) CONNECTIONS

- (1) No temporary electrical power shall be supplied from shore to vessels carrying dangerous goods without the prior authorisation of the Harbour Master / Authorised Representative.
- (2) Authorisation from the Harbour Master / Authorised Representative for the use of temporary electrical power under sub-section (1) may be subject to specific requirements or conditions.
- (3) If the Harbour Master authorises the use of temporary electrical power under sub-section (1), the power supply shall be provided under the direction of a suitably trained and competent electrical engineer approved by the Harbour Master, and shall be installed by a suitably trained and competent electrical engineer.
- (4) The provision of temporary electrical power under sub-section (1) shall comply with–

- (a) IS 10101:2020 National Rules for Electrical Installations, as it may apply to ship-to-shore connections,
 - (b) Section 5 Electrical Shore Connections – Shore Power under Chapter 7, Part 6 of the DNV Rules for Classification for Ships, published in July 2023,
 - (c) any guidance provided by the IMO on shore supplied electricity,
 - (d) any guidance from the European Maritime Safety Agency (EMSA), including its Shore-Side Electricity – Guidance to Port Authorities and Administrations–
 - (i) Part 1 – Equipment and Technology
 - (ii) Part 2 – Planning, Operations and Safetyand / or
 - (e) any other standard or guidance approved by the Harbour Master
- (5) The following costs shall be at the expense of the vessel–
- (a) the quantity of electricity provided to the vessel, whether metered, estimated, or otherwise agreed between the Master and the Harbour Master
 - (b) the making of any connections to the ship, including the provision of equipment, tools, access equipment, unless otherwise agreed by the Harbour Master
 - (c) the provision of electrical engineer(s) or other persons to direct, oversee and / or carry out the works.

CHAPTER 3 DANGEROUS GOODS

29 DANGEROUS GOODS

- (1) Dangerous goods means material that is likely to cause harm to people, equipment or the environment, and for the purposes of these Bye-Laws dangerous goods are any material that is listed as a dangerous good in the United Nations Recommendations of Dangerous Goods Model Regulations.
- (2) Dangerous Goods in these Bye-Laws are classified in accordance with the IMDG Code–
- | | |
|--------------------|---|
| Class 1 | Explosives |
| Class 2 | Gases |
| Class 2 Division 1 | Flammable gases |
| Class 2 Division 2 | Non-flammable, non-toxic gases |
| Class 2 Division 3 | Toxic gases |
| Class 3 | Flammable liquids |
| Class 4 | Flammable solids; substances liable to spontaneous combustion; substances which in contact with water, emit flammable gases |
| Class 4.1 | Flammable solids, self-reactive substances, solid desensitised explosives, and polymerising substances |
| Class 4.2 | Substances liable to spontaneous combustion |
| Class 4.3 | Substances which, in contact with water, emit flammable gasses |
| Class 5 | Oxidising substances and organic peroxides |
| Class 5.1 | Oxidising substances |
| Class 5.2 | Organic peroxides |
| Class 6 | Toxic and infectious substances |

Class 6.1	Toxic Substances (e.g. sodium cyanide, pesticides)
Class 6.2	Infectious substances (e.g. medical waste)
Class 7	Radioactive material
Class 8	Corrosive substances
Class 9	Miscellaneous dangerous substances and articles and environmentally hazardous substances

30 PROHIBITED GOODS

- (1) The Harbour Master or an Authorised Officer / Authorised Representative may refuse entry into the harbour of a ship, vehicle, or other conveyance if by reason of its nature or the condition of any of the goods being carried on it such entry or its presence in the harbour thereafter would, in the opinion of the Harbour Master, pose a danger to persons or property.
- (2) Unless otherwise stated, prohibited goods shall include—
 - (a) ships, vehicles, articles, materials, or goods prohibited under the Harbours Acts
 - (b) goods that are not accepted for, or are forbidden from, transport under IMDG, ADR, and / or RID
 - (c) firearms, explosives, or radioactive materials unless under permit and unless not otherwise prohibited
 - (d) weapons
 - (e) tobacco products that have not had duty paid
 - (f) unlicensed narcotics
 - (g) any other good as may be notified by the Harbour Master or an Authorised Office / Authorised Representative
- (3) A person shall not bring, deposit, store, or organise the bringing into the Port of, prohibited goods.
- (4) On discovery of prohibited goods in the Port, a person shall—
 - (a) notify the Harbour Master or an Authorised Officer / Authorised Representative
 - (b) notify any other competent authority or authorities, as required, including where necessary the emergency services
 - (c) remove the prohibited goods from the Port without delay, unless instructed otherwise by the Harbour Master or an Authorised Officer / Authorised Representative, a competent authority, and / or the emergency services

31 MASS AND VOLUME

- (1) The Master of any vessel shall ensure that the quantity of dangerous goods carried, or to be carried in the vessel shall not exceed any weight limits set out in the IMDG Code.
- (2) No shipper of dangerous goods shall allow any dangerous goods to exceed the weight and quantity thresholds as established in the IMDG Code.
- (3) Where there is no specific UN Number for such dangerous goods, the shipper shall consult with their Dangerous Goods Safety Advisor to confirm the maximum weight or volumetric allowances.

32 WASTES AND HAZARDOUS WASTES

- (1) Waste material, whether hazardous waste or non-hazardous waste, that is designated as a dangerous good under any class of dangerous good, shall be handled, stored and transported in accordance with—
 - (a) The provisions of these Bye-Laws as they apply to dangerous goods.
 - (b) The provisions of the IMDG Code, ADR and / or RID.
 - (c) The requirements of the European Union (Port Reception Facilities for the Delivery of Waste from Ships) Regulations 2021, which implement Directive 2019/883 on port reception facilities for the delivery of waste from ships (the 'PRF' Directive).
 - (d) The requirements of the Waste Management Act 1996, and any regulations made thereunder regarding the transport, handling and / or storage of waste.
 - (e) Any Waste Licence or Industrial Emissions Licence issued by the Environmental Protection Agency for a Terminal, establishment, or other facility within the Port.
 - (f) Any Waste Permit, Certificate of Registration, or other consent relating to the storage and handling of waste issued by a competent authority for a Terminal, establishment, or other facility within the Port.
 - (g) Any Waste Collection Permit issued by the National Waste Collection Permit Office or other competent authority to a waste collection contractor or other person that transports waste by road.

33 ADVANCE NOTIFICATION

- (1) The master, owner, or operator, as relevant, of any vessel or vehicle, or any other mode of transport, shall before bringing any dangerous goods into the Port, give notice to the Harbour Master or an Authorised Officer / Authorised Representative in accordance with—
 - (a) these Bye-Laws,
 - (b) the requirements of the IMDG Code, ADR, and / or RID
 - (c) any Maritime Safety Committee (MSC) Circulars relating to the safe transport of dangerous cargoes and related activities in Port areas, including MSC.1/Circular.1216
- (2) Where these Bye-Laws set out more stringent requirements than the IMDG Code and / or any MSC Circulars, the requirements of the Bye-Laws shall apply.
- (3) Notice under these Bye-Laws shall—
 - (a) be made via the Company-operated Management Information System (MIS), and this system shall generate a dangerous cargo permit and will include the appropriate day period allowed per shipment
 - (b) contain sufficient information to assist a proper evaluation of the risk created by the goods to the health and safety of any person.
- (4) Failure to notify and receive permission from the Harbour Master may result in, as the case may be—
 - (a) the vessel being delayed,
 - (b) the vessel being refused permission to enter the Port,
 - (c) the vessel being refused permission to sail,
 - (d) the vehicle or rail being delayed, and / or
 - (e) the vehicle or rail being refused permission to enter the Port
- (5) For dangerous goods arriving into the Port by water, the notice under sub-section (1) shall—

- (a) be made–
 - (i) for vessels carrying Class 7 dangerous goods, no later than 48 hours prior to arrival
 - (ii) for vessels carrying Class 2, 3, 4, 5, 6, 8 or 9 dangerous goods, no later than–
 - I. 12 hours prior to arrival, or
 - II. the departure of the vessel from the port of origin if the dangerous goods carried by the vessel arrived at the port of origin by road or rail and were loaded directly onto the vesselwhichever is the shorter
 - (iii) for vessels carrying more than one class of dangerous goods, the longest period under sub-paragraphs (i) and (ii)
- (b) include the following information for dangerous cargoes in packaged form–
 - (i) the name of the ship and ship's IMO number, the agent, and the estimated time of arrival (ETA)
 - (ii) a list showing–
 - I. the Proper Shipping Name of the dangerous goods,
 - II. the UN number,
 - III. the class or, when assigned the division of the goods, the compatibility group letter, (if applicable),
 - IV. any subsidiary risk,
 - V. the number and type of packages,
 - VI. packing group,
 - VII. the flashpoint range (as appropriate),
 - VIII. the quantity, and
 - IX. additional information as required by Chapter 5.4 of the IMDG CodeEach cargo, consignment or item in the list shall be numbered consecutively to enable easy reference.
 - (iii) the precise stowage of the dangerous cargoes on board, indicating those to be unloaded and those to be left on board
Dangerous cargoes which are to remain on board should be stated with due reference to the number in the list (see sub-paragraph (ii))
 - (iv) the condition of the dangerous cargoes if any undue hazard is likely to arise
 - (v) any known defect which may substantially affect the safety of the port area or the ship
- (c) include the following information for dangerous bulk cargoes (liquid or solid)–
 - (i) the name of the ship and ship's IMO number, agent and estimated time of arrival (ETA)
 - (ii) a list showing the product name of the bulk dangerous cargoes and any other information required by the relevant IMO code
 - (iii) whether a valid International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, or a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, whichever is appropriate, an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate) and/or an International Oil Pollution Prevention Certificate, as appropriate, are held for the cargo

- (iv) the location of the dangerous cargoes on board, indicating those to be unloaded and those to be left on board
 - (v) for combination carriers entering a dry cargo terminal, the nature of the last three cargoes and their flashpoints, where applicable, and the present condition of the tanks/cargo holds (i.e. whether they are gas-free)
 - (vi) the condition of the dangerous cargoes and any known defect in the cargo containment and handling system, equipment or instrumentation related to the cargo carried in bulk which may lead to any undue hazard, and
 - (vii) any known defect which may substantially affect the safety of the port area or the ship.
- (6) For dangerous goods departing the Port by water, the notice under sub-section (1) shall–
- (a) be made–
 - (i) for vessels carrying Class 7 dangerous goods, no later than 48 hours prior to departure
 - (ii) for vessels carrying Class 2, 3, 4, 5, 6, 8 or 9 dangerous goods, no later than–
 - I. 12 hours prior to departure, or
 - II. the departure of the vessel from the port of origin if the dangerous goods carried by the vessel arrived at the port of origin by road or rail and were loaded directly onto the vesselwhichever is the shorter
 - (iii) for vessels carrying more than one Class of dangerous goods, the longest period under sub-paragraphs (i) and (ii)
 - (b) include the following information for dangerous cargoes in packaged form–
 - (i) the name of the ship and ship's IMO number, agent and estimated time of departure (ETD)
 - (ii) a list showing–
 - I. the Proper Shipping Names of the dangerous goods
 - II. the UN number
 - III. the class or, when assigned the division of the goods, the compatibility group letter, (if applicable)
 - IV. any subsidiary risk
 - V. number and type of packages
 - VI. packing group
 - VII. the flashpoint range (as appropriate)
 - VIII. the quantity, and
 - IX. additional information as required by chapter 5.4 of the IMDG Code
 - (iii) the stowage location of the dangerous cargoes on board
 - (c) include the following information for dangerous bulk cargoes (liquid or solid)–
 - (i) the name of the ship and ship's IMO number, agent and estimated time of departure (ETD), as required by the regulatory authorities
 - (ii) a list showing the product names of the bulk dangerous cargoes and any other information required by the relevant IMO code
 - (iii) whether a valid International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, or a Certificate of Fitness for the Carriage of Dangerous Chemicals

in Bulk, whichever is appropriate, and/or an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate) and/or, an International Oil Pollution Prevention Certificate, as appropriate, is held by the ship for the cargo, and

- (iv) the stowage or location of the dangerous cargoes on board.
- (7) For dangerous goods arriving into the Port by road or rail, the notice under sub-section (1) shall–
- (a) be made–
 - (i) for vehicles or rail carrying Class 7 dangerous goods, no later than 48 hours prior to arrival
 - (ii) for vehicles or rail carrying Class 2, 3, 4, 5, 6, 8 or 9 dangerous goods going direct to a vessel, no later than–
 - I. 12 hours prior to departure of the vessel to which the dangerous goods are to be loaded, or
 - II. the departure of the vessel to which the dangerous goods are to be loaded if less than 12 hours
 - (iii) for vehicles or rail carrying more than one Class of dangerous goods, the longest period under sub-paragraphs (i) and (ii)
 - (b) include the following information for dangerous cargoes in packaged form or for bulk dangerous cargoes (liquid or solid)–
 - (i) name of the consignor (shipper) and date and time of delivery to the port area
 - (ii) for packaged dangerous cargoes–
 - I. the Proper Shipping Names of the dangerous goods,
 - II. the UN number,
 - III. the class or, when assigned the division of the goods, the compatibility group letter,
 - IV. any subsidiary risk,
 - V. the number and type of packages,
 - VI. packing group,
 - VII. the flashpoint range (as appropriate),
 - VIII. the quantity and
 - IX. additional information as required by chapter 5.4 of the IMDG Code
 - (iii) for bulk dangerous cargoes–
 - I. the product name and
 - II. any other information required by the relevant IMO code; and
 - (iv) the name of the ship into which the dangerous cargoes are to be loaded (if applicable), the ship's agent and the berth.
- (8) For dangerous goods departing the Port by road or rail, the notice under sub-section (1) shall–
- (a) be made–
 - (i) for vehicles or rail carrying Class 7 dangerous goods, no later than 48 hours prior to departure
 - (ii) for vehicles or rail carrying Class 2, 3, 4, 5, 6, 8 or 9 dangerous, no later than–

- I. 12 hours prior to arrival of the vessel from which the dangerous goods are to be unloaded, or
- II. the arrival of the vessel from which the dangerous goods are to be unloaded if less than 12 hours
- (iii) for vehicles or rail carrying more than one Class of dangerous goods, the longest period under sub-paragraphs (i) and (ii)
- (b) include the following information for dangerous cargoes in packaged form or for bulk dangerous cargoes (liquid or solid)–
 - (i) name of the consignor (shipper) and date and time of delivery to the port area
 - (ii) for packaged dangerous cargoes–
 - I. the Proper Shipping Names of the dangerous goods,
 - II. the UN number,
 - III. the class or, when assigned the division of the goods, the compatibility group letter,
 - IV. any subsidiary risk,
 - V. the number and type of packages,
 - VI. packing group,
 - VII. the flashpoint range (as appropriate),
 - VIII. the quantity and
 - IX. additional information as required by chapter 5.4 of the IMDG Code
 - (iii) for bulk dangerous cargoes–
 - I. the product name and
 - II. any other information required by the relevant IMO code; and
 - (iv) the name of the ship into which the dangerous cargoes are to be loaded (if applicable), the ship's agent and the berth.
- (9) For Class 7 dangerous goods–
 - (a) Copies of all legally required documents shall be attached to the notification.
 - (b) The standard shipping declaration document as specified in Council Regulation (EEC) No. 1493/93 shall be completed by the consignee and approved by the EPA (Office of Radiological Protection) in advance of shipment(s) being transported from within the European Union.
 - (c) Authorisation from the EPA (Office of Radiological Protection and Environmental Monitoring) as required under the European Communities (Supervision and Control of Certain Shipments of Radioactive Waste) Regulations, 1994, shall be provided for Class 7 dangerous goods that are classified as waste.
- (10) Notwithstanding the required timeframes for advance notification under sub-sections (3), (6), (7) and (8)–
 - (a) the Harbour Master may, if operational limitations make it necessary, direct that a period of more than that specified under sub-sections (3), (6), (7) and (8), but less than 14 days' notice, be given
 - (b) the Harbour Master may agree to accept less than the period specified under sub-sections (3), (6), (7) and (8) for the notice where either it is not reasonably practicable to give the specified period of notice, or neither health nor safety risks are increased by a shorter period

- (11) The Harbour Master may exempt any person from the requirements of this section where such an exemption is necessary for securing the health and safety of any person, and any such exemption may be granted subject to conditions and time limits and may be revoked at any time.

34 MARKING, LABELLING AND PLACARDING

- (1) General–
- (a) The shipper / consignor of dangerous goods shall ensure that all packagings, road vehicles, freight containers, portable tanks, unit loads, large packagings containing dangerous goods to be brought into the area covered by these Bye-Laws are marked, labelled and placarded in accordance with the requirements of the IMDG Code and / or ADR.
 - (b) Marks, labels and placards shall correspond to the dangerous goods being carried.
 - (c) Marks, labels and placards not applicable to the dangerous being carried shall be removed.
 - (d) Packagings, large packagings and portable tanks shall only be used if they bear the relevant approval markings under the IMDG Code and / or ADR.
- (2) Containers shall comply with the International Convention of Safe Containers.
- (3) Vehicles–
- (a) Vehicles transporting dangerous goods shall be placarded and marked in accordance with the requirements of ADR.
 - (b) Placards shall be affixed to the exterior surface of containers, bulk containers, MEGCs, MEMUs, tank-containers, portable tanks and vehicles.
 - (c) Placards shall correspond to the labels required in Column (5) and, where appropriate, Column (6) of Table A of Chapter 3.2 of ADR for the dangerous goods contained in the container, bulk container, MEGC, MEMU, tank-container, portable tank or vehicle and shall conform to the specifications for placards in section 5.3.1.7 of ADR.
 - (d) Placards shall be displayed on a background of contrasting colour, or shall have either a dotted or solid outer boundary line.
 - (e) Placards shall be weather-resistant and shall ensure durable marking throughout the entire journey.
 - (f) Placards shall be affixed to both sides and at each of a container, bulk container, MEGC, tank-container or portable tank and to two opposite sides in the case of flexible bulk containers.
 - (g) When carrying containers, or bulk unpackaged loose material, the container shall be marked with ADR plates placarded with the appropriate class label on all four sides of the freight container and on both sides and rear for bulk.
- (4) Bulk vehicles carrying one type of dangerous good shall also identify the goods by using the numbered orange plates on both sides of the bulk container.
- (5) Irish Defence Force Vehicles are exempt from these provisions.

35 PACKAGING

- (1) All packaging shall be UN approved and shall comply with the requirements and specifications of Chapter 6.1 of ADR and Chapter 6.1 of the IMDG Code.

36 DANGEROUS GOODS ON QUAYS

- (1) Dangerous goods shall be deposited or placed and allowed to lie on any quay, only with the permission of the Harbour Master, and in such places and in such a manner as the Harbour Master may prescribe.
- (2) Dangerous goods on quays shall be moved or removed to such places and shall be deposited, placed, or stowed in such stacks, piles or tiers as the Harbour Master may direct.
- (3) Permission from the Harbour Master under sub-section 36(1) or direction from the Harbour Master under sub-section 36(2) may be for the whole of a cargo, a series of cargoes or classes of dangerous goods, or in respect of any specific consignment or item of dangerous goods.
- (4) The Harbour Master may identify the areas on quays where the depositing lying of dangerous goods is prohibited.
- (5) The limits on the quantity of dangerous goods and the storage durations of dangerous goods set out in Part II apply to dangerous goods on quays.

37 LOCATIONS FOR DANGEROUS GOODS

In these Bye-Laws–

- (1) “storage” means–
 - (a) in the case of “intermediate temporary storage”, the storage of dangerous goods in order to change the mode or means of transport (trans-shipment), provided that–
 - (i) transport documents showing the place of dispatch and the place of reception are presented on request, and
 - (ii) that packages are not opened during intermediate temporary storage, except to be checked by one or more competent authorities
 - (b) in the case of “transit storage”, the storage of dangerous goods at a transit shed
 - (c) in the case of a COMAH establishment and / or the COMAH Regulations, the presence of a quantity of dangerous substances for the purposes of warehousing, depositing in safe custody or keeping in stock
 - (d) in any other case, the presence of a quantity of dangerous goods at a Terminal or Port Terminal
- (2) “storing” means depositing, holding, keeping, stockpiling, stowing, and warehousing and cognate words shall be construed accordingly.
- (3) “Port Terminal” or “Terminal”–
 - (a) means the operating zone or areas intended for storage and which is subject to a lease, licence, franchise or other agreement approved for a specified activity carried out by an operator, or which is available to the operator
 - (b) may adjoin a quay, or may be located within the Port estate but not adjoining a quay
 - (c) shall only be used for goods destined for or originating from maritime transport
- (4) “Transit Shed” and “Transit Site”–
 - (a) means premises such as warehouses, marshalling yards and other temporary storage areas that are not used directly for the import or export of goods or dangerous goods by sea
 - (b) may include all or part of a “Port Terminal” or “Terminal”
- (5) “Establishment” means the whole location under the control of a COMAH operator where dangerous substances are present in one or more installations, including common or related

infrastructures or activities; establishments are either lower-tier establishments or upper-tier establishments.

38 STORAGE OF DANGEROUS GOODS IN THE PORT

- (1) Dangerous Goods Storage and Emergency Response Plan–
 - (a) Terminal operators and tenants shall develop and maintain a Dangerous Goods Storage and Emergency Response Plan approved by the Harbour Master or an Authorised Officer / Authorised Representative.
 - (b) The Plan under paragraph (1)(a) shall be reviewed annually and any updates or revisions to the Plan shall be submitted to the Harbour Master or an Authorised Officer / Authorised Representative for approval.
 - (c) The Harbour Master or an Authorised Officer / Authorised Representative may inspect a Plan under paragraph (1)(a).
 - (d) All Terminal operators and tenants shall carry out an annual exercise of their Dangerous Goods Storage and Emergency Response Plan.
- (2) Dangerous Goods Inventory–
 - (a) Terminal operators and tenants shall develop and maintain a Dangerous Goods Inventory in a format approved by the Harbour Master or an Authorised Officer / Authorised Representative.
 - (b) Terminal operators and tenants shall submit the Dangerous Goods Inventory under subparagraph (2)(a) to the Harbour Master or an Authorised Officer / Authorised Representative on each day that the Terminal or store holds dangerous goods.
 - (c) The Dangerous Goods Inventory shall be submitted to the Harbour Master using a method approved by the Harbour Master or an Authorised Officer / Authorised Representative. The information to be provided in the Dangerous Goods Inventory, and the method of providing the information to DPC, shall include the items set out in Schedule 5.
 - (d) Terminal operators and tenants shall maintain a copy of the Dangerous Goods Inventory at the terminal or premises.
 - (e) The Dangerous Goods Inventory shall be available for inspection by the Harbour Master or an Authorised Officer / Authorised Representative.
- (3) Safety Data Sheets–
 - (a) All Terminal operators and tenants shall hold and have readily available Safety Data Sheets for all dangerous goods stored at their site.
- (4) Dangerous Goods Safety Advisor–
 - (a) All Terminals storing, staging and / or loading / unloading dangerous goods shall employ or contract the services of a competent, qualified and trained Dangerous Goods Safety Advisor (DGSA).
 - (b) The DGSA shall hold a training certificate relevant to their role, from a training organisation approved by the HSA.
 - (c) The DGSA shall be available to the Terminal operator or tenant at all times that dangerous goods are loaded, unloaded, handled, or otherwise moved under IMDG, ADR, and / or RID.
- (5) Notwithstanding the requirements under Section 12, Terminal Operators and Tenants shall comply with the requirements of the Safety, Health and Welfare at Work (Chemical Agents) Regulations, including, where appropriate, carrying out a Chemical Risk Assessment commensurate with the nature of the activities at the terminal or premises.

- (6) Dangerous goods that are temporarily stored at a terminal (intermediate temporary storage of dangerous goods), including the temporary storage of dangerous goods under the 12-hour temporary storage window, shall, without prejudice to the other provisions of these Bye-Laws, be subject to the following–
- (a) The dangerous goods shall be stored in a designated storage area of the terminal.
 - (b) The provisions of the Dangerous Goods Storage and Emergency Response Plan under sub-section (1) shall apply to the temporary storage of dangerous goods.
 - (c) The dangerous goods that are temporarily stored at the terminal shall be accounted for in the Dangerous Goods Inventory under sub-section (2).
- (7) Exceptional circumstances–
- (a) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master may authorise the temporary storage of dangerous goods within the Port in exceptional circumstances.
 - (b) Any such authorisation under paragraph (7)(a) shall be made in writing by the Harbour Master.
 - (c) An authorisation under paragraph (7)(b) for the temporary storage of dangerous goods may include conditions set on–
 - (i) the class of dangerous good(s)
 - (ii) the quantity of dangerous good(s)
 - (iii) the location of the temporary storage
 - (iv) the storage of other goods, whether or not they are dangerous goods, at the location of the temporary storage
 - (v) the duration of the temporary storage
 - (vi) reporting of the temporary storage to the Harbour Master, including notification of the movement of the dangerous goods and / or the cessation of the temporary storage
 - (d) Exceptional circumstances exclude matters of commercial gain or expediency.
 - (e) Handling, storage, intermediate temporary storage, and transit storage of dangerous goods shall comply with the quantity and the duration requirements relevant to the class of dangerous good set out in Part II of these Bye-Laws, and to the segregation requirements in Schedule 3.
 - (f) Intermediate keeping of dangerous goods is permitted only in designated storage facilities approved by the Harbour Master.
 - (g) Container doors and tank valves shall be accessible at all times while stored within the Port
 - (h) Containers may be stowed on top of one another provided that the dangerous goods, or combination of dangerous goods, within each container are not incompatible with dangerous goods in other containers within the stack of containers, subject to the provisions of IMDG / ADR / RID, as appropriate.

39 LOADING AND UNLOADING OF DANGEROUS GOODS

- (1) The Harbour Master may refuse to accept a consignment of dangerous goods if it–
- (a) does not comply with the relevant Regulations
 - (b) does not comply with the requirements of these Bye-Laws

- (c) does not have the correct transport documents available
- (2) The Harbour Master may prohibit the onward transport of dangerous goods, or place a consignment of dangerous goods under safe keeping until any deficiencies under sub-section (1) are remedied.
- (3) Supervision–
 - (a) The responsible person supervising loading and unloading shall be familiar with the requirements of the Recommendations on the Transport of Dangerous Goods Model Regulations, and in particular the IMDG Code and / or ADR as applicable to the loading and unloading activity.
 - (b) Where dangerous goods are being loaded onto or unloaded from a vessel within the limits of the Port, the Terminal Operator shall ensure that the competent person on shore and the Master of the vessel supervise the loading or unloading operations.
 - (c) The Shore Supervisor shall–
 - (i) Comply with their responsibilities under the Safety, Health and Welfare at Work Act, 2005.
 - (ii) Ensure that the hazards and risks associated with the specific loading / unloading task have been identified and assessed.
 - (iii) Ensure that the facilities to call the emergency services, the Harbour Police, Authorised Officers, and Authorised Representatives are available to all persons carrying out the task.
 - (iv) Ensure that all persons carrying out, or supporting, the loading / unloading task are familiar with the task, the hazards and the risks associated with the task, and the actions to be taken in the event of an emergency, accident, or incident.
 - (v) Ensure that persons carrying out the task are provided with appropriate personal protective equipment, including clothing and footwear, and that any such equipment is used correctly.
 - (vi) Initiate the response to an emergency, accident or incident, including halting the operation until such time as adequate and appropriate safety measures have been put in place.
 - (d) Nothing under paragraph (3)(c) negates or otherwise changes the obligations and responsibilities on the Master of the vessel under the IMDG Code, or on an employer under the Safety, Health and Welfare at Work Act.
- (4) Any person in charge of any plant, machinery, equipment or appliance situated in the Port and used for the purpose of loading, unloading or handling dangerous goods or for any other purpose connected with Port operations shall remove that plant, machinery, equipment or appliance from that property upon instruction from the Harbour Master.
- (5) No person shall operate any plant, machinery, equipment or appliance under sub-section (4) without such safety devices as may be required under the Safety, Health and Welfare at Work Act, or by Dublin Port Company.
- (6) Except with written permission of the Harbour Master, no person shall locate in or about any building within the Port any plant, machinery, equipment or appliance used for the purpose of loading, unloading or handling dangerous goods unless that plant, machinery, equipment or appliance is in operation for that purpose or is undergoing repair or maintenance.

40 TRANSIT SHEDS

- (1) Dangerous goods shall not be brought into or through any transit shed or enclosure without the written authorisation of the Harbour Master.

41 STATE SERVICES

- (1) Where dangerous goods are exported, the consignor or carrier shall be responsible for making prior arrangements to ensure that the requirements of State Services, including customs procedures and / or formalities, do not delay the departure of dangerous goods from the Port.
- (2) Where dangerous goods are imported, the consignee shall be responsible for making prior arrangements to ensure that the requirements of State Services, including customs procedures and / or formalities, do not delay the arrival of dangerous goods into the Port, and either their transfer to a Terminal or the direct onward departure of dangerous goods from the Port.
- (3) If a State Service quarantines, impounds, places a hold on, or otherwise prohibits the movement of dangerous goods at a Terminal or premises, the operator of the Terminal or premises shall notify the Harbour Master by submitting an application for a derogation under Section 10.
- (4) An application for a derogation under paragraph (3) shall–
 - (a) contain the information required under Schedule 4
 - (b) identify the relevant State Service, or State Services
 - (c) set out the basis for the quarantine, impoundment, hold, or other prohibition on the movement of dangerous goods
 - (d) set out the actions required by the State Service to remove or lift the quarantine, impoundment, hold, or other prohibition on the movement of dangerous goods
 - (e) provide an estimate of the length of time that the dangerous goods are likely to remain quarantined, impounded, held, or otherwise prohibited from movement
 - (f) include a temporary storage plan for the dangerous goods for the duration that they are quarantined, impounded, held, or otherwise prohibited from movement

42 VEHICLES AND CONTAINERS CARRYING DANGEROUS GOODS

- (1) Road vehicles–
 - (a) All road vehicles carrying dangerous goods within the Port shall comply with the provisions of ADR.
 - (b) All vehicles for the carriage of dangerous goods within the Port shall have a vehicle certificate of approval or a vehicle certificate of approval as defined in ADR that–
 - (i) is issued by the State in which the vehicle is registered
 - (ii) is in date
 - (iii) certifies that the vehicle may be used to carry such dangerous goods as it is carrying at the time
- (2) Rail vehicles–
 - (a) All rail vehicles carrying dangerous goods within the Port shall comply with the provisions of RID.
- (3) Vehicles, including rail vehicles, used to transport dangerous goods within the Port may be subject to inspection by a competent authority, including by the Harbour Master.

- (4) The Harbour Master may request or otherwise facilitate a competent authority to inspect a vehicle, including a rail vehicle, used to transport dangerous goods in the Port.
- (5) The Harbour Master may request the driver of a vehicle or a rail vehicle carrying dangerous goods to provide evidence of a vehicle certificate of approval, or equivalent, for that vehicle.
- (6) The consignor of dangerous goods in containers or vehicles shall ensure that—
 - (a) all containers and vehicles are in compliance with current national legislation and ADR / RID
 - (b) the transport document for the dangerous goods includes—
 - (i) when appropriate, the large container or vehicle packing certificate
 - (ii) the Instructions in Writing
 - (iii) a means of identification for each member of the vehicle crew, including photographic identification
 - (c) the dangerous goods are authorised for carriage in accordance with ADR / RID, for example by means of confirmation from the consignor
 - (d) the vehicles, including rail vehicles, and loads have no obvious defects, leakages or cracks or missing equipment
 - (e) the marking, labelling and placarding prescribed for the vehicles and containers have been affixed
 - (f) the equipment, including fire extinguishers prescribed in the Instructions in Writing for the driver is on board the vehicle
 - (g) the driver and crew are trained in advance of any work involving dangerous goods.

43 UNATTENDED VEHICLES & OVERNIGHT PARKING OF VEHICLES CARRYING DANGEROUS GOODS

- (1) Vehicles carrying or loaded with dangerous goods shall not—
 - (a) be left unattended by the vehicle crew
 - (b) be parked up or stored overnightunless the vehicle is at an attended and secure area.
- (2) Under these Bye-Laws, the following areas are the only attended and secure areas of the Port where vehicles may be left unattended, subject to all other provisions of these Bye-Laws—
 - (a) a Port Terminal or Terminal, as defined in Section 36(3)
 - (b) an Establishment, as defined in Section 36(5)
 - (c) an area of the Port designated by the Harbour Master or an Authorised Officer / Authorised Representative for the parking of vehicles carrying dangerous goods
- (3) In unforeseen circumstances, the Harbour Master or an Authorised Officer / Authorised Representative may authorise a vehicle to park overnight, subject to any conditions that the Harbour Master or an Authorised Officer / Authorised Representative may apply to the authorisation. Unforeseen circumstances shall be authorised under sub-section 38(7).

44 BUNKERING OF VESSELS

- (1) No vessel with dangerous goods on board shall be permitted to bunker unless approved by the Harbour Master.

- (2) All bunkering shall be carried out in accordance with the requirements of the Harbour Master and Annex 5 Bunkering Precautions Including Bunkering Checklist of IMO MSC.1/Circular.1216.
- (3) All bunkering shall be notified to the Harbour Master in advance.
- (4) Bunkering authorised under these Bye-Laws shall be carried out under the control of the Harbour Master and in accordance with the relevant Dublin Port Company Standard Operating Procedure(s).
- (5) When approval is given by the Harbour Master for bunkering, the following conditions apply—
 - (a) Flammable liquids having a flashpoint of up to 55°C may be supplied only at approved fixed shore bunker installations.
 - (b) Flammable liquids having a flashpoint above 55°C may be supplied by tankers.
 - (c) Lubricating oils having a flashpoint above 100°C may be supplied by road tank vehicles provided that—
 - (i) a quick-release coupling is used, which automatically closes the hose at both ends so as to stop liquid flow
 - (ii) a wireless or cable-operated remote control of the road tank vehicle cargo pump is operated from the vessel, allowing the vessel to stop the road tank vehicle pump.
 - (iii) the supplier of lubricating oil notifies the Harbour Master of the time and location of the transfer.
 - (d) Tankers loaded with flammable liquids having a flashpoint of up to 55°C, or empty tankers that have not been gas-freed or inerted after the carriage of such cargo, are permitted to take bunkers only through a fixed connection of pipes or hoses.
 - (e) Bunkering of tankers under paragraph (d) is prohibited during loading, unloading, degassing, and / or inerting of the tanker.
 - (f) In the absence of manifolds or couplings at a bunker tank for a fixed connection of pipes or hoses, tankers other than tankers under paragraphs (d) and (e) may take bunkers by using a type-approved hose nozzle, provided that the bunker operation is carried out at a fixed shore bunker installation.
 - (g) A hose used for bunkering under paragraph (f) shall be supported and the operation shall be supervised continuously for the duration of the operation.
 - (h) When bunker is supplied by a tanker or by a road tank vehicle, the following shall apply—
 - (i) the quantity, pump rate, and maximum pressure shall be coordinated between the source of the bunker and the recipient of the bunker
 - (ii) the means of communication, and the emergency stop procedure shall be confirmed between the source of the bunker and the recipient of the bunker
 - (iii) tankers / vessels / ships shall be safely moored
 - (iv) hoses shall be adequately supported
 - (v) only hoses that have been tested and that have a valid test certificate shall be used
 - (vi) drip trays shall be positioned and scuppers to be closed
 - (vii) ship and vehicle to be connected by a grounding connection; and hose connections shall be supervised at all times.
 - (i) Prior to commencement of bunker operations from tankers or road tank vehicle, a work instruction checklist shall be completed by the persons responsible. These responsible persons shall ensure that working conditions and procedures established in and agreed to by the Company checklist are complied with.

- (a) be away from areas where dangerous goods are stored, and
- (a) be adequately designed and equipped to avoid contaminated wash water being discharged either intentionally or unintentionally in the soil, waterways, sewerage or other drainage system, or otherwise being released from the area except as a waste
- (4) All placards and other labels and markings identifying the dangerous good shall be removed from the container or portable tank following cleaning of the container or portable tank.

PART II NON-BULK DANGEROUS GOODS (PACKAGED)

CHAPTER 1 CLASS 1 EXPLOSIVES

47 CLASS I EXPLOSIVES

- (1) Class 1 (Explosives) are regulated under separate Bye-Laws of Dublin Port Company and are legislated for by the Explosives Act 1875.

CHAPTER 2 CLASS 2 GASES

48 CLASS 2 GASES

- (1) The term “gas” and “gases” shall be construed in accordance with the Recommendations on the Transport of Dangerous Goods Model Regulations, the IMDG Code, and / or ADR.
- (2) Class 2 gases are subdivided as follows–
 - (a) Class 2.1 Flammable gases
 - (b) Class 2.2 Non-flammable, non-toxic gases
 - (c) Class 2.3 Toxic gases
- (3) These Bye-Laws apply to Class 2 Gases carried in–
 - (a) Containers
 - (b) Cylinders
 - (c) multi-element gas containers (MEGC)
- (4) These Bye-Laws do not apply to the carriage of Class 2 Gases in bulk gas carrier vessels.
- (5) Gases may be stored, handled or transported in different physical states and forms–
 - (a) compressed gases
 - (b) liquefied gases–
 - (i) under high pressure
 - (ii) under low pressure
 - (c) refrigerated liquefied gases
 - (d) dissolved gases
 - (e) absorbed gases
 - (f) mixtures of one or more gases with one or more vapours of substances of other classes, and articles charged with a gas and aerosols.
- (6) Gases may present one or more physical, chemical and / or biological hazard–
 - (a) flammable
 - (b) toxic

- (c) pyrophoric
- (d) oxidiser
- (e) corrosive
- (f) asphyxiant
- (g) two or more of these properties

49 EXEMPTIONS

- (1) These Bye-Laws shall not apply to Class 2.2 Gases if the gas is–
 - (a) transported at a pressure of less than 200 kPa at 20°C, and
 - (b) is not a liquefied or a refrigerated liquefied gas
- (2) These Bye-Laws shall not apply to Class 2.2 Gases if the gas is contained in–
 - (a) Foodstuffs, including carbonated beverages, except under UN 1950
 - (b) Balls intended for use in sports, or
 - (c) Tyres, except for air transportexcept for lamps containing dangerous goods
- (3) These Bye-Laws shall not apply to lamps containing dangerous goods provided that the lamps contain only gases of Division 2.2 and provided that they are packaged so that the projectile effects of any rupture of the bulb will be contained within the package.

50 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 2 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

51 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 2 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 2, Divisions 1 and 2 dangerous goods may be stored in Port areas in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.

52 REMOVAL FROM THE PORT

- (1) Class 2 dangerous goods shall be removed from the Port according to the limits specified in Table 1.
- (2) Class 2 Division 1 dangerous goods–
 - (a) shall be passed from ship to vehicle (road or rail), or from vehicle (road or rail) to ship or vice versa without delay
 - (b) may remain at a Terminal subject to the limits set out in Table 1
 - (c) may remain at a COMAH establishment subject to the limits set out in Table 1
- (3) Class 2 Division 2 dangerous goods–
 - (a) shall be passed from ship to vehicle (road or rail), or from vehicle (road or rail) to ship or vice versa without delay

- (b) may remain at a Terminal subject to the limits set out in Table 1
- (c) may remain at a COMAH establishment subject to the limits set out in Table 1
- (4) Class 2 Division 3 (toxic gases) dangerous goods–
 - (a) shall be passed from ship to vehicle (road or rail) or vice versa without delay
 - (b) shall not be deposited, temporarily stored, or stored at a Terminal
 - (c) shall not be stored at a COMAH establishment, or any other location within the Port
- (5) The maximum duration specified in Table 1 is inclusive of weekends and public holidays.
- (6) UN 1001 Acetylene shall not be stored at any terminal in the Port, subject to section 53
- (7) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master is authorised to have Class 2 dangerous goods removed from the Port on demand.

Table 1 Maximum Quantities and Durations for Class 2 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 2 Division 1	25 tonnes	3 days	25 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 2 Division 2	25 tonnes	3 days	25 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 2 Division 3	A single shipment quantity	Not permitted, except under the 12-hour temporary storage window and subject to the provisions of Section 38(6)	Not permitted	Not permitted

53 RESTRICTIONS AND LIMITATIONS

- (1) Oxygen and acetylene–
 - (a) The following gases may be carried on / in vehicles or vessels in the Port for maintenance work, whether or not that maintenance work is carried out in the Port–
 - (i) One acetylene or one propane/butane cylinder up to 35 kg gross mass, and
 - (ii) One oxygen cylinder up to 40 kg gross mass
 - (b) Both pressure receptacles (cylinders) shall be less than 1 m in height and shall be disconnected from any equipment prior to boarding the vessel.
 - (c) No other Class 2 gases or Class 3 flammable liquids shall be carried in or on the same cargo transport unit (vehicle).
 - (d) Notwithstanding paragraphs (1)(a) and (1)(b), the Harbour Master, or the Master of the vessel, may prohibit the carriage of acetylene, propane, butane, and / or oxygen cylinders.
- (2) Ambulances–
 - (a) For the purpose of these Bye-Laws, ambulances are vehicles used to carry sick, injured or disabled persons to a place where they will receive treatment and then be returned.

- (b) In the case where an ambulance is unable to comply with the requirements of ADR and / or the IMDG Code, as appropriate, they may carry the following–
 - (i) Up to six size 'F', or smaller cylinders (up to 60 litres aggregate water capacity), containing oxygen or UN 3156 compressed gas, oxidising N.O.S (oxygen, nitrous oxide), (trade name entonox).
 - (ii) The gas cylinders must be for the sole purpose of the ambulance operation.
 - (c) The operator of the ambulance shall notify the Master of the vessel of the presence of any gas cylinders prior to loading or boarding the vessel.
 - (d) All cylinders shall be adequately secured inside the vehicle before loading.
 - (e) The supply shall be shut off at the cylinder except when necessary for the immediate needs of any patient carried within the ambulance.
 - (f) Leaking and inadequately secured or connected cylinders shall be refused for shipment.
 - (g) The vehicle shall be readily identifiable as an ambulance.
- (3) Medical oxygen for personal use carried in vehicles not readily identifiable as ambulances–
- (a) Private vehicles used to carry sick or disabled persons may carry up to six size 'F' or smaller cylinders (up to 60 litres aggregate water capacity) containing UN 1072 oxygen, compressed, provided that the patient has a letter from a doctor stating they require medical oxygen.
 - (b) Persons carrying compressed oxygen cylinders shall inform the Master of the vessel prior to loading or boarding.
 - (c) The use of oxygen on board a vessel shall only be permitted in designated non-smoking areas.
- (4) Notwithstanding any other provisions of these Bye-Laws, Class 2 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.

CHAPTER 3 CLASS 3 FLAMMABLE LIQUIDS

54 CLASS 3 FLAMMABLE LIQUIDS

- (1) Class 3 includes the following substances–
 - (a) Flammable liquids.
 - (b) Liquid desensitized explosives.
- (2) Flammable liquids are liquids, or mixtures of liquids, or liquids containing solids in solution or suspension (such as paints, varnishes, lacquers, etc., but not including substances which, on account of their other dangerous characteristics, have been included in other classes) which give off a flammable vapour at or below 60°C closed-cup test.

55 EXEMPTIONS

- (1) Flammable liquids that meet the definition under sub-section 54(2) with a flash point of more than 35°C which do not sustain combustion are not consider flammable for the purpose of the IMDG Code or ADR and therefore are exempt from the provisions of these Bye-Laws.

56 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 3 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

57 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 3 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 3 dangerous goods may be deposited in the Port in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.

58 REMOVAL FROM THE PORT

- (1) Class 3 dangerous goods shall be removed from the Port according to the limits specified in Table 2.
- (2) Class 3 Packaging Group I dangerous goods–
 - (a) shall be passed from ship to vehicle (road or rail) or vice versa without delay
 - (b) may remain at a Terminal subject to the limits set out in Table 2
 - (c) shall not be stored at a COMAH establishment
- (3) Class 3 Packaging Groups II and III–
 - (a) shall be passed from ship to vehicle (road or rail) or vice versa without delay
 - (b) may remain at a Terminal subject to the limits set out in Table 2
 - (c) may remain at a COMAH establishment subject to the limits set out in Table 2
- (4) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master is authorised to have Class 3 dangerous goods removed from the Port on demand.

Table 2 Maximum Quantities and Durations for Class 3 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 3 Packing Group I	A single shipment quantity	Not permitted, except under the 12-hour temporary storage window and subject to the provisions of Section 38(6)	Not permitted	Not permitted
Class 3 Packing Group II	300 tonnes	7 days	300 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 3 Packing Group III	300 tonnes	7 days	300 tonnes	No limit, unless otherwise specified by the HSA and / or the Port

59 RESTRICTIONS AND LIMITATIONS

- (1) Class 3 dangerous goods shall not be pumped or decanted within the Port except with the permission of the Harbour Master.
- (2) Authorisation from the Harbour Master under sub-section (1) may be provided to an oil terminal(s) on a permanent basis. However, the Harbour Master may, if operational limitations make it necessary, rescind or temporarily suspend an authorisation under sub-section (1).
- (3) Any pumping or decanting of Class 3 dangerous goods shall comply with the requirements of IMO Resolution MSC.150(77) for Material Safety Data Sheets for MARPOL Annex I cargoes and marine fuel oils.
- (4) Notwithstanding any other provisions of these Bye-Laws, Class 3 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.

CHAPTER 4 CLASS 4 FLAMMABLE SOLIDS

60 CLASS 4 FLAMMABLE SOLIDS

- (1) Class 4 dangerous goods are divided into three divisions–
 - (a) Division 4.1 Flammable solids–

Solids which, under conditions encountered in transport, are readily combustible or may cause or contribute to fire through friction; self-reactive substances (solids and liquids) which are liable to undergo a strongly exothermic reaction; solid desensitised explosives which may explode if not diluted sufficiently.
 - (b) Division 4.2 Substances liable to spontaneous combustion–

Substances (solids and liquids) which are liable to spontaneous heating under normal conditions encountered in transport, or to heating up in contact with air, and being then liable to catch fire.
 - (c) Division 4.3 Substances which, in contact with water, emit flammable gases–

Substances (solids and liquids) which, by interaction with water, are liable to become spontaneously flammable or to give off flammable gases in dangerous quantities.
- (2) Class 4 dangerous goods may exhibit one or more of the following properties–
 - (a) Flammable solids (Division 4.1)
 - (b) Self-reactive substances (Division 4.1)
 - (c) Polymerizing substances (Division 4.1)
 - (d) Pyrophoric solids (Division 4.2)
 - (e) Pyrophoric liquids (Division 4.2)
 - (f) Self-heating substances (Division 4.2)
 - (g) Substances which in contact with water emit flammable gases (Division 4.3)

61 EXEMPTIONS

- (1) There are no specific exemptions for Class 4 dangerous goods under these Bye-Laws.

62 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 4 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

63 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 4 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 4.1, 4.2 and 4.3 dangerous goods may be deposited in the Port in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.

64 REMOVAL FROM THE PORT

- (1) Class 4.1, 4.2 and 4.3 dangerous goods shall be removed from the Port according to the limits specified in Table 3.
- (2) Class 4.1, 4.2 and 4.3 dangerous goods–
- (a) may remain at a Terminal subject to the limits set out in Table 3
 - (b) may remain at a COMAH establishment subject to the limits set out in Table 3
- (3) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master is authorised to have Class 4 dangerous goods removed from the Port on demand.

Table 3 Maximum Quantities and Durations for Class 4 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 4.1	200 tonnes	7 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 4.2	200 tonnes	7 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 4.3	200 tonnes	7 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port

65 RESTRICTIONS AND LIMITATIONS

- (1) Notwithstanding any other provisions of these Bye-Laws, Class 4 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.

CHAPTER 5 CLASS 5 OXIDIZING SUBSTANCES AND ORGANIC PEROXIDES

66 CLASS 5 OXIDISING SUBSTANCES

- (1) Class 5 dangerous goods are sub-divided into two divisions–
- (a) Class 5.1 - Oxidising substances–
 Substances which, while in themselves not necessarily combustible, may, generally by yielding oxygen, cause, or contribute to, the combustion of other material. Such substances may be contained in an article.
- (b) Class 5.2 - Organic peroxides–
 Organic substances which may be considered derivatives of hydrogen peroxide. Organic peroxides are thermally unstable substances which may undergo exothermic self-accelerating decomposition. In addition, they may have one or more of the following properties–
- (i) be liable to explosive decomposition
 - (ii) burn rapidly
 - (iii) be sensitive to impact or friction
 - (iv) react dangerously with other substances
 - (v) cause damage to the eyes

67 EXEMPTIONS

- (1) There are no specific exemptions for Class 5 dangerous goods under these Bye-Laws.

68 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 5 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.
- (2) The vessel Master shall ensure that all carriage of ammonium is in accordance with the IMDG Code and the International Convention for the Safety of Life at Sea, 1974.
- (3) Notwithstanding sub-sections (1) and (2), the Class 5.1 dangerous goods shown in Table 4 are specifically prohibited from the Port, or may only be handled or stored in the Port subject to the special provisions, limited quantities, and/or excepted quantities under IMDG, ADR and / or RID.

Table 4: Specific restrictions on Class 5.1 dangerous goods

UN No.	Dangerous good	Prohibited	Special Provisions	Limited quantity	Excepted quantity
1450	Ammonium bromate and mixtures of a bromate with an ammonium salt	Transport prohibited under IMDG	274 350	1 kg	E2
1461	Ammonium chlorate and mixtures of a chlorate with an ammonium salt	Transport prohibited under IMDG	274 350	1 kg	E2

UN No.	Dangerous good	Prohibited	Special Provisions	Limited quantity	Excepted quantity
1462	Ammonium chlorite and mixtures of a chlorite with an ammonium salt	Transport prohibited under IMDG	274 352	1 kg	E2
1482	Ammonium permanganate and mixtures of a permanganate with an ammonium salt	Transport prohibited under IMDG	274 353	1 kg	E2
1512	Zinc ammonium nitrite	Transport prohibited under IMDG	900	-	-
1873	Perchloric acid with more than 72% acid by mass	Transport prohibited under IMDG	900	0	E0
1942	Ammonium nitrate liable to self-heating sufficient to initiate decomposition	Transport prohibited under IMDG	900 952 967	5 kg	E1
2067	Ammonium nitrate liable to self-heating sufficient to initiate decomposition	Transport prohibited under IMDG	306 307 900 967	5 kg	E1
2626	Chloric acid aqueous solution with more than 10% chloric acid	Transport prohibited under IMDG	900	1 L	E0
2627	Ammonium nitrites and mixtures of an inorganic nitrite with an ammonium salt	Transport prohibited under IMDG	274 900	1 kg	E2
3100	Oxidising solid self-heating NOS	Transport prohibited under ADR and RID	-	-	-
3121	Oxidising solid water reactive NOS	Transport prohibited under ADR	-	-	-
3137	Oxidizing solid flammable NOS	Transport prohibited under ADR and RID	-	-	-
3210	Ammonium chlorate aqueous solution	Transport prohibited under IMDG	274 351	1 L	E2

UN No.	Dangerous good	Prohibited	Special Provisions	Limited quantity	Excepted quantity
3212	Ammonium hypochlorite and mixtures of a hypochlorite with an ammonium salt	Transport prohibited under IMDG	274 349 900 903	1 kg	E2
3213	Ammonium bromate aqueous solution	Transport prohibited under IMDG	274 350	1 L	E2
3214	Ammonium permanganate aqueous solution	Transport prohibited under IMDG	274 353	1 L	E2
3219	Ammonium nitrites aqueous solution	Transport prohibited under IMDG	274 900	1 L	E2

- (4) The special provisions in column 4 in Table 4 have the meanings assigned under the IMDG Code.
- (5) The excepted quantities in column 6 in Table 4 have the meanings assigned under the IMDG Code.
- (6) Notwithstanding sub-sections (1), (2) and (3), the following dangerous goods classified under Class 5.1 and UN 2015 shall not be brought into the Port unless authorised in writing by the Harbour Master—
 - (a) HYDROGEN PEROXIDE STABILIZED or
 - (b) HYDROGEN PEROXIDE, AQUEOUS SOLUTION, STABILIZED with more than 60% hydrogen peroxide

69 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 5 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 5.1 dangerous goods may be deposited in the Port in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.
- (3) Class 5.2 dangerous goods shall not be deposited in the Port.

70 REMOVAL FROM THE PORT

- (1) Class 5 dangerous goods shall be removed from the Port according to the limits specified in Table 5.
 - (1) Class 5.1 dangerous goods—
 - (a) may remain at a Terminal subject to the limits set out in Table 5
 - (b) may remain at a COMAH establishment subject to the limits set out in Table 5
 - (2) Class 5.2 dangerous goods—

- (a) shall, where practicable, be loaded or unloaded directly to or from cargo transport units to minimise the special technical requirements and risks associated with handling these goods
 - (b) may remain at a Terminal subject to the limits set out in Table 5
 - (c) shall not be stored at a COMAH establishment
- (3) Class 5.2 dangerous goods with a subsidiary hazard label of “explosives” – namely a Class 1 dangerous good–
- (a) may be stored in a maximum of 15 tonnes at a Terminal
 - (b) shall be clearly labelled to show that a subsidiary hazard label, and the corresponding Class 1 system, applies to the dangerous goods
 - (c) shall not be stored, temporarily stored, placed in transit storage, or otherwise kept within the Port, and shall be removed from the Port following completion of the loading or unloading activity.
 - (d) shall not be stored at a COMAH establishment

Table 5 Maximum Quantities and Durations for Class 5 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 5.1	50 tonnes	1 day	50 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 5.2	A single shipment quantity	Not permitted, except under the 12-hour temporary storage window and subject to the provisions of Section 38(6)	Not permitted	Not permitted
Class 5.2 with subsidiary hazard label “explosives”	15 tonnes	Not permitted, except under the 12-hour temporary storage window and subject to the provisions of Section 38(6)	Not permitted	Not permitted

71 RESTRICTIONS AND LIMITATIONS

- (1) Notwithstanding the requirements for advance notification under section 33, each consignment of Class 5.2 dangerous substances (organic peroxides) arriving at the Port shall be notified to the Harbour Master via the MIS, including a copy of the Safety Data Sheet specific to the load, at least 24 hours prior to delivery.
- (2) The prohibitions and the limited and excepted quantities set out in Table 4 apply to Class 5.1 dangerous goods.
- (3) Notwithstanding any other provisions of these Bye-Laws, ammonium nitrates assigned the following UN Codes are permitted within the Port unless otherwise directed by the Harbour Master–
 - (a) UN 1942 (Class 5.1)

- (b) UN 2067 (Class 5.1)
 - (c) UN 2071 (Class 9 – see also Chapter 9)
 - (d) UN 2426 (Class 5.1)
 - (e) UN 3375 (Class 5.1)
- (4) Notwithstanding any other provisions of these Bye-Laws, Class 5 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.

CHAPTER 6 CLASS 6 TOXIC AND INFECTIOUS SUBSTANCES

72 CLASS 6 TOXIC AND INFECTIOUS SUBSTANCES

- (1) Class 6 is subdivided into two classes as follows–
- (a) Class 6.1 - Toxic substances–
These are substances liable either to cause death or serious injury or to harm human health if swallowed or inhaled, or by skin contact.
 - (b) Class 6.2 - Infectious substances–
These are substances known or reasonably expected to contain pathogens. Pathogens are defined as micro-organisms (including bacteria, viruses, rickettsia, parasites, fungi) and other agents such as prions, which can cause disease in humans or animals.

73 EXEMPTIONS

- (1) The following are exempt from the provisions of the IMDG Code and therefore fall outside the scope of these Bye-Laws, unless they meet the criteria for inclusion in another class–
- (a) Substances which do not contain infectious substances or substances which are unlikely to cause disease in humans or animals.
 - (b) Substances containing microorganisms which are non-pathogenic to humans or animals.
 - (c) Substances in a form that any present pathogens have been neutralised or inactivated such that they no longer pose a health risk.
 - (d) Medical equipment which has been drained free of liquid (as it is deemed to meet the requirements of paragraph (1)(c)).
 - (e) Environmental samples, including food and water samples.
 - (f) Dried blood spots, collected by applying a drop of blood onto absorbent material.
 - (g) Faecal occult blood screening samples.
 - (h) Blood or blood components which have been collected for the purposes of transfusion or for the preparation of blood products to be used for transfusion or transplantation and any tissues or organs intended for use in transplantation as well as samples drawn in connection with such purposes.
 - (i) Human or animal specimens for which there is minimal likelihood that pathogens are present if the specimen is transported in packaging which will prevent any leakage and which is marked with the words “Exempt human specimen” or “Exempt animal specimen”, as appropriate.
- (2) Genetically modified micro-organisms not meeting the definition of infectious substance shall be classified under Class 9 (see Chapter 9) and assigned to UN 3245.

74 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 6 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

75 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 6 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 6.1 dangerous goods may be deposited in the Port in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.
- (3) Class 6.2 dangerous goods shall not be deposited in the Port.
- (4) The Master of any vessel involved in loading/unloading shall ensure that all staff engaged in the handling of Class 6.1 dangerous goods receive information about the presence of dangerous goods, hazards inherent in the goods and applicable safety precautions to be taken in the event of a leakage or spillage or other loss of dangerous goods.
- (5) The information under sub-section (4) shall be provided to persons in cooperation with the berth operator.
- (6) The information under sub-section (4) shall be provided before commencement of cargo handling operations.
- (7) The relevant Safety Data Sheet for each dangerous good shall be made available to the Harbour Master by the Master of the vessel or the berth operator.

76 REMOVAL FROM THE PORT

- (1) Class 6 dangerous goods shall be removed from the Port according to the limits specified in Table 6.
- (2) Class 6.1 dangerous goods–
 - (a) may remain at a Terminal subject to the limits set out in Table 6
 - (b) may remain at a COMAH establishment subject to the limits set out in Table 6
- (3) Class 6.2 dangerous goods–
 - (a) shall be removed from the Port immediately following landing or immediately following arrival in the Port of the road transport unit.
 - (b) shall not be deposited, temporarily stored, or stored at a Terminal
 - (c) shall not be stored at a COMAH establishment, or any other location within the Port
- (4) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master is authorised to have Class 6 dangerous goods removed from the Port on demand.

Table 6 Maximum Quantities and Durations for Class 6 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 6 Division 1	50 tonnes	3 days	50 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 6 Division 2	A single shipment	Not permitted, except under the 12-hour temporary storage window and subject to the provisions of Section 38(6)	Not permitted	Not permitted

77 RESTRICTIONS AND LIMITATIONS

- (1) Notwithstanding any other provisions of these Bye-Laws, Class 6 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.
- (2) Notwithstanding sub-section (1), chemically unstable substances of Division 6.1 shall not be accepted for transport unless the necessary precautions have been taken to prevent the possibility of a dangerous decomposition or polymerisation under normal conditions of transport.

CHAPTER 7 CLASS 7 RADIOACTIVE MATERIAL

78 CLASS 7 RADIOACTIVE MATERIAL

- (1) Radioactive material means any material containing radionuclides where both the activity concentration and the total activity in the consignment exceed the values specified in Sections 2.7.2.2.1 to 2.7.2.2.6 of the Recommendations on the Transport of Dangerous Goods Model Regulations Volume I.

79 EXEMPTIONS

- (1) There are no specific exemptions for Class 7 dangerous goods under these Bye-Laws.

80 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 7 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

81 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 7 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.

- (2) Class 7 dangerous goods shall not be deposited in the Port.
- (3) Class 7 goods shall not be brought into the Port, handled, or loaded or unloaded unless–
 - (a) The goods or articles are in compliance with the Radiological Protection Act 1991 (Ionising Radiation) Regulations 2019.
 - (b) The goods or articles are transported in vehicles licensed to transport Class 7 dangerous goods.
 - (c) The carrier of the goods or articles holds a licence issued by the EPA to import and / or export the Class 7 dangerous goods.
 - (d) The goods or articles are in conformity with the International Atomic Energy Agency’s (IAEA) Regulations for the Safe Transport of Radioactive Materials.
 - (e) The Harbour Master has provided written authorisation.
- (4) The transport of radioactive material shall be subject to a Radiation Protection Programme under the IAEA Regulations for the Safe Transport of Radioactive Materials.
- (5) The Radiation Protection Programme shall be approved by–
 - (f) the competent authority of the flag state of the vessel carrying Class 7 dangerous goods, and
 - (g) the Environmental Protection Agency
- (6) The person responsible for the transport and / or handling of Class 7 dangerous goods shall establish the required contingency and emergency response plans for the Class 7 dangerous goods, taking into account the Port’s Emergency Management Plan.

82 REMOVAL FROM THE PORT

- (1) Class 7 dangerous goods shall be removed from the Port according to the limits specified in Table 7, namely, they shall be removed from the Port immediately on arrival by road, rail or by vessel.
- (2) Class 7 dangerous goods shall–
 - (a) not be stored or deposited in the Port
 - (b) not be stored for intermediate temporary storage, transit storage, interim storage, intermediate keeping, or intermediate storage in the Port
 - (c) not be stored at a COMAH establishment.

Table 7 Maximum Quantities and Durations for Class 7 Dangerous Goods

Class	At a Quay		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 7	A single shipment	Not permitted	Not permitted	Not permitted

83 RESTRICTIONS AND LIMITATIONS

- (1) Class 7 dangerous goods (radioactive materials) shall not be carried on a vessel carrying Class 1 dangerous goods (explosives).
- (2) Notwithstanding any other provisions of these Bye-Laws, Class 7 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.

84 DIRECT SHIPMENTS TO OR FROM THE PORT

- (1) Cargoes of Class 7 may be allowed into the Port for direct shipment or delivery only.
- (2) If, through unforeseen circumstances, Class 7 cargoes cannot be removed from the Port immediately in accordance with Part II Chapter 7, they may be stored temporarily within the Port subject to sub-section 38(6) and provided that—
 - (a) The requirement for temporary storage is notified to the Harbour Master as soon as the unforeseen circumstances arise, or as soon as the unforeseen circumstances are known to exist.
 - (b) The Harbour Master has authorised the temporary storage in advance of the temporary storage.
 - (c) The goods are stored in a designated area of the Port specified by, or agreed with, the Harbour Master.
 - (d) The goods are segregated in accordance with Schedule 3 and the requirements of the IMDG Code, ADR and / or RID, as appropriate.
 - (e) The goods are stored for a period no longer than that permitted by the Harbour Master.
 - (f) The goods are removed from the Port as soon as the unforeseen circumstances no longer apply, and as soon as they can be safely transported from the Port.
 - (g) The Harbour Master is notified as soon as the goods are removed from the Port.

CHAPTER 8 CLASS 8 CORROSIVE SUBSTANCES

85 CLASS 8 CORROSIVE SUBSTANCES

- (1) Class 8 substances (corrosive substances) are 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 the means of transport.
- (2) Skin corrosion refers to the production of irreversible damage to the skin, namely, visible necrosis through the epidermis and into the dermis occurring after exposure to a substance or mixture.
- (3) Liquids and solids which may become liquid during transport, which are judged not to be skin corrosive shall still be considered for their potential to cause corrosion to certain metal surfaces.
- (4) Corrosive substances are divided into three packing groups—
 - (a) Packing Group I very dangerous substances and mixtures
 - (b) Packing Group II substances and mixtures presenting medium danger
 - (c) Packing Group III substances and mixture that present minor danger

86 EXEMPTIONS

- (1) There are no specific exemptions for Class 8 dangerous goods under these Bye-Laws.

87 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 8 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

88 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 8 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 8 dangerous goods may be deposited in the Port in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.

89 REMOVAL FROM THE PORT

- (1) Class 8 dangerous goods shall be removed from the Port according to the limits specified in Table 8.
- (2) Class 8 dangerous goods of any of the three Packing Groups–
 - (a) may remain at a Terminal subject to the limits set out in Table 8
 - (b) may remain at a COMAH establishment subject to the limits set out in Table 8
- (3) Containers containing different Packing Groups of Class 8 dangerous goods shall be segregated as set out in Schedule 3 and in accordance with the requirements of the IMDG Code / ADR and / or RID.
- (4) The requirements under sub-section (3) do not apply if the containers contain the same Packing Group and Class 8 dangerous, and the substance is assigned the same UN Number.
- (5) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master is authorised to have Class 8 dangerous goods removed from the Port on demand.

Table 8 Maximum Quantities and Durations for Class 8 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 8 Packing Group I	200 tonnes	14 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 8 Packing Group II	200 tonnes	14 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port
Class 8 Packing Group III	200 tonnes	14 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port

90 RESTRICTIONS AND LIMITATIONS

- (1) Notwithstanding any other provisions of these Bye-Laws, Class 8 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.
- (2) Notwithstanding sub-section (1), chemically unstable substances of Class 8 shall not be accepted for transport and shall not be stored in the Port unless the necessary precautions have been taken to prevent the possibility of a dangerous decomposition or polymerisation under normal conditions of transport or storage.

CHAPTER 9 CLASS 9 MISCELLANEOUS DANGEROUS SUBSTANCES AND ENVIRONMENTALLY HAZARDOUS SUBSTANCES

91 CLASS 9 MISCELLANEOUS DANGEROUS SUBSTANCES AND ENVIRONMENTALLY HAZARDOUS SUBSTANCES

- (1) 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 of dangerous goods (Class 1 to Class 8, inclusive).
- (2) Class 9 substances and articles are subdivided under the Recommendations on the Transport of Dangerous Goods Model Regulations Volume I as follows–
 - (a) Substances which, on inhalation as fine dust, may endanger health.
 - (b) Substances evolving flammable vapour.
 - (c) Lithium batteries.
 - (d) Capacitors.
 - (e) Life-saving appliances.
 - (f) Substances and articles which, in the event of fire, may form dioxins.
 - (g) Substances transported or offered for transport at elevated temperatures (liquid).
 - (h) Substances transported or offered for transport at elevated temperatures (solid).
 - (i) Environmentally hazardous substances (solid).
 - (j) Environmentally hazardous substances (liquid).
 - (k) Genetically modified micro-organisms (GMMOs) and genetically modified organisms (GMOs).
 - (l) Ammonium nitrate based fertilisers (UN Number 2071 – see also Class 5 dangerous goods)
 - (m) Other substances or articles presenting a danger during transport, but not meeting the definitions of another classIndividual substances are identified by UN Number under each of these subdivisions.
- (3) Substances classified as environmentally hazardous may be assigned to the following categories of substances hazardous to the aquatic environment–
 - (a) Acute (short-term) aquatic hazard
 - (b) Long term aquatic hazard, which in turn may be divided into–
 - (i) Non-rapidly degradable substances for which there is adequate chronic toxicity data available
 - (ii) Rapidly degradable substances for which there is adequate chronic toxicity data available

- (iii) Substances for which adequate chronic toxicity data is not available

92 EXEMPTIONS

- (1) There are no specific exemptions for Class 9 dangerous goods under these Bye-Laws.

93 LIMITED & EXCEPTED QUANTITIES

- (1) The carriage of Class 9 dangerous goods shall comply with any limited and excepted quantity provisions under the IMDG Code, ADR and / or RID.

94 TRANSPORT & STORAGE IN THE PORT

- (1) The carriage of Class 9 dangerous goods shall comply with the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.
- (2) Class 9 dangerous goods may be deposited in the Port in accordance with an approved Dangerous Goods Storage and Emergency Response Plan.
- (3) Persons responsible for handling and transport of Class 9 dangerous goods shall, before commencement of cargo handling operation involving dangerous goods, ensure that all staff engaged in the handling of dangerous goods receive information about the presence of dangerous goods, hazards inherent in the goods and applicable safety precautions to be taken in the event of a leakage or spillage or other loss of dangerous goods. The relevant SDS for each dangerous goods consignment shall be available within reasonable proximity to all operations.

95 REMOVAL FROM THE PORT

- (1) Class 9 dangerous goods shall be removed from the Port according to the limits specified in Table 9.
- (2) Class 9 dangerous goods—
- (a) may remain at a Terminal subject to the limits set out in Table 9
 - (b) may remain at a COMAH establishment subject to the limits set out in Table 9
- (3) Notwithstanding any other provisions under these Bye-Laws, the Harbour Master is authorised to have Class 9 dangerous goods removed from the Port on demand.

Table 9 Maximum Quantities and Durations for Class 9 Dangerous Goods

Class	At a Quay, Transit Shed, or Terminal		At a COMAH establishment	
	Maximum quantity	Maximum duration	Maximum quantity	Maximum duration
Class 9	200 tonnes	14 days	200 tonnes	No limit, unless otherwise specified by the HSA and / or the Port

96 RESTRICTIONS AND LIMITATIONS

- (1) Notwithstanding any other provisions of these Bye-Laws, Class 9 dangerous goods that are prohibited for transport under the IMDG Code, ADR, and / or RID shall not be handled and / or stored within the Port.

SCHEDULE 1 FORM OF FIXED PAYMENT NOTICE UNDER SECTION 6(2) OF THE DUBLIN PORT DANGEROUS GOODS (CARGOES) BYE-LAWS 2026

FIXED PAYMENT NOTICE

Notice under section 6A (inserted by section 58 of the Marine Safety Act 2005) of the Harbours Acts 1996

Date: _____ (insert date)

(insert name) _____

(insert address) _____

ALLEGED OFFENCE

It is alleged that at or around [insert time] on the [insert day] of [insert month] 20[] you, [insert name] [address] [did / failed to] [give a summary of the particulars of offence] at [insert location] within the limits of Dublin Harbour under the jurisdiction of Dublin Port Company and [are thereby committing / did thereby commit]* an offence contrary to Section [insert relevant Section here] of the Dublin Port Dangerous Goods (Cargoes) Bye-Laws 2026.

FIXED PAYMENT INSTEAD OF PROSECUTION

In respect of the offence alleged in this notice—

You may, during the period of 21 days beginning on the date of this notice up to and including [insert date of day 21 here], make to Dublin Port Company at the address specified in this notice a payment of €300, accompanied by this notice or a copy of this notice.

A prosecution in respect of the alleged offence shall not be instituted during the 21 days beginning on the date of this notice.

If the payment specified in this notice is made during the 21 days beginning on the date of this notice, no prosecution in respect of the alleged offence will be instituted.

Date of notice: _____ [insert date here]

Address for payment: Dublin Port Company, Port Centre, Alexandra Road, Dublin 1, D01 H4C6.

SCHEDULE 2 HIGH CONSEQUENCE DANGEROUS GOODS

- (1) Non-Port facilities and transport operators shall develop and maintain a Security Plan to respond to High Consequence Dangerous Goods.
- (2) The provisions of the IMDG Code do not apply to the restricted areas of the Port.
- (3) The ISPS Code for port facility security plans covers measures designed to protect the port facility and ships, persons, cargo, cargo transport units and ship's stores within the Port.
- (4) Under the ISPS Code, the Port has developed and maintains a security plan that addresses the following—
 - (a) measures designed to prevent weapons or any other dangerous substances and devices intended for use against persons, ships or ports and the carriage of which is not authorized, from being introduced into the port facility or on board a ship;
 - (b) measures designed to prevent unauthorized access to the port facility, to ships moored at the facility, and to restricted areas of the facility;
 - (c) procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the port facility or ship/port interface;
 - (d) procedures for responding to any security instructions from the Government;
 - (e) procedures for evacuation in case of security threats or breaches of security;
 - (f) duties of port facility personnel assigned security responsibilities and of other facility personnel on security aspects;
 - (g) procedures for interfacing with ship security activities;
 - (h) procedures for the periodic review of the plan and updating;
 - (i) procedures for reporting security incidents;
 - (j) identification of the port facility security officer including 24-hour contact details;
 - (k) measures to ensure the security of the information contained in the plan;
 - (l) measures designed to ensure effective security of cargo and the cargo handling equipment at the port facility;
 - (m) procedures for auditing the port facility security plan;
 - (n) procedures for responding in case the ship security alert system of a ship at the port facility has been activated; and
 - (o) procedures for facilitating shore leave for ship's personnel or personnel changes, as well as access of visitors to the ship including representatives of seafarers welfare and labour organizations.
- (5) The following is an indicative list of high consequence dangerous goods and is provide for reference only—
 - (a) Class 1 Explosives (regulated under Class 1 Explosives Bye-Laws)
 - (b) Class 2.1 Flammable gases in quantities greater than 3,000 litres in a road tank vehicle, a railway tank wagon or a portable tank
 - (c) Class 2.3 Toxic gases
 - (d) Class 3 Flammable liquids of Packing Groups I and II in quantities greater than 3,000 litres in a road tank vehicle, a railway tank wagon or a portable tank
 - (e) Class 3 Desensitised liquid explosives
 - (f) Class 4.1 Desensitised solid explosives

- (g) Class 4.2 Goods of Packing Group I in quantities greater than 3,000 kg or 3,000 litres in a road tank vehicle, a railway tank wagon, a portable tank or a bulk container
- (h) Class 4.3 Goods of Packing Group I in quantities greater than 3,000 kg or 3,000 litres in a road tank vehicle, a railway tank wagon, a portable tank or a bulk container
- (i) Class 5.1 Oxidizing liquids of Packing Group I in quantities greater than 3,000 litres in a road tank vehicle, a railway tank wagon or a portable tank
- (j) Class 5.1 Perchlorates, ammonium nitrate, ammonium nitrate fertilisers and ammonium nitrate emulsions or suspensions or gels in quantities greater than 3,000 kg or 3,000 litres in a road tank vehicle, a railway tank wagon, a portable tank or a bulk container
- (k) Class 6.1 Toxic substances of Packing Group I
- (l) Class 6.2 Infectious substances of category A (UN Nos. 2814 and 2900)
- (m) Class 7 Radioactive material in quantities greater than 3000 A1 (special form) or 3000 A2, as applicable, in Type B(U) or Type B(M) or Type C packages
- (n) Class 8 Corrosive substances of Packing Group I in quantities greater than 3,000 kg or 3,000 litres in a road tank vehicle, a railway tank wagon, a portable tank or a bulk container

SCHEDULE 3 SEGREGATION OF DANGEROUS GOODS

The general provisions for segregation between the classes of dangerous goods are set out in the IMDG Code and are shown in Table 10.

Table 10 Segregation of Dangerous Goods

Class		2.1	2.2	2.3	3	4.1	4.2	4.3	5.1	5.2	6.1	6.2	7	8	9
Flammable gases	2.1	X	X	X	2	1	2	2	2	2	X	4	2	1	X
Non-toxic, non-flammable gases	2.2	X	X	X	1	X	1	X	X	1	X	2	1	X	X
Toxic gases	2.3	X	X	X	2	X	2	X	X	2	X	2	1	X	X
Flammable liquids	3	2	1	2	X	X	2	2	2	2	X	3	2	X	X
Flammable solids (including self-reactive substances & solids desensitized explosives)	4.1	1	X	X	X	X	1	X	1	2	X	3	2	1	X
Substances liable to spontaneous combustion	4.2	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	2	X	X	2	X	1	X	2	2	X	2	2	1	X
Oxidizing substances (agents)	5.1	2	X	X	2	1	2	2	X	2	1	3	1	2	X
Organic peroxides	5.2	2	1	2	2	2	2	2	2	X	1	3	2	2	X
Toxic substances	6.1	X	X	X	X	X	1	X	1	1	X	1	X	X	X
Infectious substances	6.2	4	2	2	3	3	3	2	3	3	1	X	3	3	X
Radioactive material	7	2	1	1	2	2	2	2	1	2	X	3	X	2	X
Corrosive substances	8	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

1 – “away from” | 2 – “separated from” | 3 – “separated by a complete compartment or hold from” | 4 – “separated longitudinally by an intervening complete compartment or hold from” | X – the Dangerous Goods List has to be consulted to verify whether there are specific segregation provisions

SCHEDULE 4 INFORMATION TO BE PROVIDED UNDER SECTION 10 FOR AN APPLICATION FOR A DEROGATION

The following information shall be provided to the Harbour Master to support any application for a derogation under Section 10 of these Bye-Laws–

- (1) The name of the person, operator or establishment requesting the derogation.
- (2) The address of the location where the derogation is to apply.
- (3) A map showing the location within the Port where the derogation is to apply.
- (4) A drawing of the Terminal, establishment or other location where the derogation is to apply, including any specified locations within the Terminal, establishment or other location where the derogation is to apply.
- (5) The part, chapter, section, sub-section, paragraph, sub-paragraph or clause to which the application for the derogation applies.
- (6) If the application for the derogation relates to a specific class or classes of dangerous good, or to the limits on the storage quantities or storage durations at a Terminal–
 - (a) The Class or Classes of dangerous goods for which the derogation is requested, including the sub-classes, sub-divisions and / or packing groups under the Class of dangerous goods.
 - (b) The UN Number(s), or range of UN Number(s) for the dangerous goods.
 - (c) The requested change to the limit on the quantity of dangerous goods that may be stored under these Bye-Laws.
 - (d) The requested change to the limit on the storage duration of dangerous goods under these Bye-Laws.
- (7) The justification for the derogation, including reference to relevant parts of–
 - (a) the Recommendation on the Transport of Dangerous Goods Model Regulations,
 - (b) the IMDG Code,
 - (c) ADR,
 - (d) RID,
 - (e) Irish legislation,
 - (f) Standards, codes of practice, and good practice, and / or
 - (g) Other references relevant to the application for the derogation
- (8) The proposed timeframe for which the derogation is requested. If the derogation is requested on a permanent basis, the applicant shall set out the rationale for a permanent derogation.

Note: notwithstanding any derogation granted by the Harbour Master, whether for a specified period or on a permanent basis, the Harbour Master may revoke a derogation under Sections 10(7) and 10(8).
- (9) A risk assessment appropriate to the derogation from the Bye-Laws.
- (10) Notwithstanding sub-section (9), if the application for the derogation relates to a change in the quantity of dangerous goods stored in the Port, and / or the storage duration for the dangerous goods, the risk assessment shall include–
 - (a) An assessment of any increase, or other change, in risk to the Port or other users of the Port
 - (b) An assessment of any increase, or other change, in the consequences of a release of dangerous goods to the Port or other users of the Port

- (c) An update to the Dangerous Goods Storage and Emergency Response Plan taking into account the results from paragraphs (10)(a) and (10)(b).
- (11) A copy of the Safety Data Sheet for the dangerous good(s) to which the application for the derogation applies.
- (12) A copy of any other licences, permits, plans, permissions, consents, or other documents requiring approval of a competent authority, that relate to the application for the derogation.
- (13) Any information specified under Section 41(4) as it relates to the application.
- (14) Any other information that may be requested by the Harbour Master to facilitate the assessment of the application.

SCHEDULE 5 INFORMATION TO BE PROVIDED IN DANGEROUS GOODS INVENTORY UNDER SECTION 38(2)

The following information on the Dangerous Goods Inventory under Section 38(2) shall be provided to the Harbour Master in a format and system notified to operators by the Harbour Master.

- (1) Each dangerous good stored at the Terminal / storage area.
- (2) For each dangerous good stored—
 - (a) The class of dangerous good (class 2 to 9).
 - (b) The UN number.
 - (c) The quantity.
 - (d) The number and type of containers or packaging units.
 - (e) The unit identifier, if applicable (e.g. trailer number, container number).
 - (f) The location.
 - (g) The date of arrival.
 - (h) The planned date of departure, if known at the time of notifying the inventory to the Harbour Master. If the date of departure is not known, the date of departure shall be no later than the maximum permitted duration for the class of dangerous good as set out in Part II after the date of arrival at the terminal.
- (3) Details of any special arrangements for dangerous goods.
- (4) Any modifications to the Dangerous Goods Storage and Emergency Response Plan that has been approved by the Harbour Master, necessary for the dangerous goods being notified.
- (5) Any changes to the contact details for the responsible person necessary for the dangerous goods being notified.
- (6) Any other information required by the Harbour Master to provide for the safe storage of dangerous goods within the Port.

SCHEDULE 6 CROSS-REFERENCE BETWEEN 2014 BYE-LAWS AND 2026 BYE-LAWS

2014 Bye-Laws		2026 Bye-Laws	
Section	Title	Section	Title
-	PART I - GENERAL PROVISIONS	-	PART 1 GENERAL PROVISIONS
1	Authorisation and Commencement	1	Authorisation and Commencement
2	Definitions	2	Definitions
		29	Dangerous Goods
3	Penalties	5	Offences
		6	Penalties
4	Application	4	Application
5	Classes of Dangerous Goods	29	Dangerous Goods
6	Injury or Damage	7	Injury or Damage
7	Advance Notification Requirements	26	Artificial Lights
		33	Advance Notification
		38	Storage of Dangerous Goods in the Port
8	Customs Facilities	41	State Services
9	Prohibited Goods	30	Prohibited Goods
10	Directions of the Harbour Master	8	Power of the Harbour Master
11	Facilities to be given to Company Officers	11	Facilities for Authorised Officers and Authorised Representative
12	Smoking Prohibition	21	Smoking
13	Supervision of Loading	39	Loading and Unloading of Dangerous Goods
14	Fire Precaution	18	Fire Precautions
15	Safety Precautions	13	General Duties of Masters
		17	Safety Precautions
16	General Handling Precautions	15	Competence and Training
		22	General Handling Precautions
17	Loading and Unloading of Dangerous Goods	34	Marking, Labelling and Placarding
		39	Loading and Unloading of Dangerous Goods
18	Requirements for Cargo / Package-handling Gear	23	Requirements for Lifting Equipment
19	Personal Protective Equipment (PPE) and Welfare Facilities	15	Competence and Training
		24	Personal Protective Equipment and Welfare Facilities
20	Intoxicated Persons	16	Intoxicated Persons
21	Mass and Volume	31	Mass and Volume
22	Markings and Labels	34	Marking, Labelling and Placarding
23	Dangerous Goods in Containers and Vehicles	42	Vehicles and Containers Carrying Dangerous Goods

2014 Bye-Laws		2026 Bye-Laws	
Section	Title	Section	Title
24	Packagings	35	Packaging
25	Loss or escape of Dangerous Goods	45	Emergencies and Loss or Escape of Dangerous Goods
26	Actions on loss or escape of Dangerous Goods	45	Emergencies and Loss or Escape of Dangerous Goods
27	Road vehicles carrying Dangerous Goods	42	Vehicles and Containers Carrying Dangerous Goods
28	Rail vehicles carrying Dangerous Goods	42	Vehicles and Containers Carrying Dangerous Goods
29	Marking of Transport units carrying Dangerous Goods	34	Marking, Labelling and Placarding
30	Training of Drivers carrying Dangerous Goods	14 15	General Duties of Drivers Competence and Training
31	Unattended Vehicles carrying Dangerous Goods	43	Unattended Vehicles & Overnight Parking of Vehicles Carrying Dangerous Goods
32	Overnight Parking of Vehicles carrying Dangerous Goods	43	Unattended Vehicles & Overnight Parking of Vehicles Carrying Dangerous Goods
33	Dangerous Goods and Transit Sheds	40	Transit Sheds
34	Ships Signals	27	Ships Signals
35	Weather Precautions	25	Weather Precautions
36	Management of Vessels	15	Competence and Training
37	Bunkering of Vessels	44	Bunkering of Vessels
38	Use of Tools and Equipment likely to cause heat or sparks	19	Permits to Work
39	Use of Dry Docks for Vessels carrying Dangerous Goods	-	**Section Deleted**
40	Ships Use of Shore based Electrical Power	28	Shore-Side Electricity (SSE) Connections
41	Use of Portable Electrical Equipment on board Ships	20	Portable Electrical Equipment on Board Ships
42	Power to Remove Dangerous Goods from Port	9	Removal of Dangerous Goods from Port
43	Harbour Master's Powers	8	Power of the Harbour Master
-	PART II NON-BULK DANGEROUS GOODS (PACKAGED)	-	PART II NON-BULK DANGEROUS GOODS (PACKAGED)
-	CLASS 1 – EXPLOSIVES	-	CHAPTER 1 CLASS 1 EXPLOSIVES
-	CLASS 2 - GASES	-	CHAPTER 2 CLASS 2 GASES
44	General	48	Class 2 Gases
45	Exemptions (Class 2.2)	49	Exemptions
46	Maximum Quantities on Board Vessels and on Vehicles	51	Transport & Storage in the Port

2014 Bye-Laws		2026 Bye-Laws	
Section	Title	Section	Title
47	Storage in the Port Area	51	Transport & Storage in the Port
48	Removal from Port Area	52	Removal from the Port
-	CLASS 3 – FLAMMABLE LIQUIDS (other than petroleum spirit, common petroleum and fuel oil)	-	CHAPTER 3 CLASS 3 FLAMMABLE LIQUIDS
49	Maximum Quantity on Board Vessel	56	Limited & Excepted Quantities
50	Storage in the Port Area	57	Transport & Storage in the Port
51	Removal from the Port Area	58	Removal from the Port
52	Pumping/decanting or transfer of Flammable Liquids of Class 3	59	Restrictions and Limitations
-	CLASS 4 – FLAMMABLE SOLIDS; SUBSTANCES LIABLE TO SPONTANEOUS COMBUSTION; SUBSTANCES WHICH, IN CONTACT WITH WATER, EMIT FLAMMABLE GASES	-	CHAPTER 4 CLASS 4 FLAMMABLE SOLIDS
53	Storage in the Port Area	63	Transport & Storage in the Port
54	Removal from Port Area of Class 4 substances	64	Removal from the Port
-	CLASS 5 - OXIDISING SUBSTANCES AND ORGANIC PEROXIDES	-	CHAPTER 5 CLASS 5 OXIDIZING SUBSTANCES AND ORGANIC PEROXIDES
55	Maximum Quantity on Board Vessel (Class 5.1 and 5.2)	69	Transport & Storage in the Port
56	Special Class 5.1 goods	68 71	Limited & Excepted Quantities Restrictions and Limitations
57	Storage in the Port Area	69	Transport & Storage in the Port
58	Removal from Port Area of Class 5.1	70	Removal from the Port
59	Removal from Port Area of Class 5.2	70	Removal from the Port
-	CLASS 6 - Toxic AND INFECTIOUS SUBSTANCES	-	CHAPTER 6 CLASS 6 TOXIC AND INFECTIOUS SUBSTANCES
60	General Precautions	75	Transport & Storage in the Port
61	Storage in the Port Area	75	Transport & Storage in the Port
62	Removal from Port Area	76	Removal from the Port
-	CLASS 7 - RADIOACTIVE MATERIAL	-	CHAPTER 7 CLASS 7 RADIOACTIVE MATERIAL
63	Radiological Protection Institute of Ireland (RPII)	81	Transport & Storage in the Port
64	Radiation protection programme	81	Transport & Storage in the Port
65	Protection and Safety programme	81	Transport & Storage in the Port
66	Measures to be employed in the Protection and Safety programme	81	Transport & Storage in the Port

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Section	Title	Section	Title
67	Storage in the Port Area	81	Transport & Storage in the Port
68	Removal from Port Area	82	Removal from the Port
69	Vessels carrying Class 7 goods	83	Restrictions and Limitations
-	CLASS 8 - CORROSIVE SUBSTANCES	-	CHAPTER 8 CLASS 8 CORROSIVE SUBSTANCES
70	Storage in the Port Area	88	Transport & Storage in the Port
71	Removal from Port Area	89	Removal from the Port
-	CLASS 9 - MISCELLANEOUS DANDEROUS SUBSTANCES AND ARTICLES AND ENVIRONMENTALLY HAZARDOUS SUBSTANCES	-	CHAPTER 9 CLASS 9 MISCELLANEOUS DANGEROUS SUBSTANCES AND ENVIRONMENTALLY HAZARDOUS SUBSTANCES
72	All Class 9 cargoes	94	Transport & Storage in the Port
73	Storage in the Port Area	94 95	Transport & Storage in the Port Removal from the Port
74	Removal from Port Area	95	Removal from the Port
-	PART III – DANGEROUS GOODS SEGREGATION IN PORT AREAS	-	**Part Deleted**
75	Port Stowage of Containers with Dangerous Goods of different Classes	38	Storage of Dangerous Goods in the Port
76	Port Stowage of Containers with Dangerous Goods of Class 8 (Corrosives)	-	**Section Deleted**
77	Direct Shipments to or from the Port	84	Direct Shipments to or from the Port
78	Cleaning of containers and portable tanks at the Port	47	Cleaning of Containers and Portable Tanks at the Port
-	SCHEDULE 1	-	**Schedule Deleted**
-	SCHEDULE 2 - INTERMEDIATE STORAGE OF DANGEROUS GOODS	-	**Schedule Deleted**
-	APPENDIX I – HIGH CONSEQUENCE DANGEROUS GOODS	-	SCHEDULE 2 HIGH CONSEQUENCE DANGEROUS GOODS
-	APPENDIX II –SEGREGATION OF DANGEROUS GOODS	-	SCHEDULE 3 SEGREGATION OF DANGEROUS GOODS

SCHEDULE 7 CROSS-REFERENCE BETWEEN 2026 BYE-LAWS AND 2014 BYE-LAWS

2026 Bye-Laws		2014 Bye-Laws	
Section	Title	Section	Title
-	PART 1 GENERAL PROVISIONS	-	PART I - GENERAL PROVISIONS
-	Chapter 1 Preliminary	-	**New chapter**
1	Authorisation and Commencement	1	Authorisation and Commencement
2	Definitions	2	Definitions
3	Interpretation	-	**New section**
4	Application	4	Application
5	Offences	3	Penalties
6	Penalties	3	Penalties
7	Injury or Damage	6	Injury or Damage
8	Power of The Harbour Master	10 43	Directions of the Harbour Master Harbour Master's Powers
9	Removal of Dangerous Goods from Port	42	Power to Remove Dangerous Goods from Port
10	Derogations	-	**New section**
-	Chapter 2 Duties of Cargo Interests	-	**New chapter**
11	Facilities for Authorised Officers and Authorised Representative	11	Facilities to be given to Company Officers
12	General Duties of Employers	-	**New section**
13	General Duties of Masters	15	Safety Precautions
14	General Duties of Drivers	30	Training of Drivers carrying Dangerous Goods
15	Competence and Training	16 19 30 36	General Handling Precautions Personal Protective Equipment (PPE) and Welfare Facilities Training of Drivers carrying Dangerous Goods Management of Vessels
16	Intoxicated Persons	20	Intoxicated Persons
17	Safety Precautions	15	Safety Precautions
18	Fire Precautions	14	Fire Precaution
19	Permits to Work	38	Use of Tools and Equipment likely to cause heat or sparks
20	Portable Electrical Equipment on Board Ships	41	Use of Portable Electrical Equipment on board Ships
21	Smoking	12	Smoking Prohibition
22	General Handling Precautions	16	General Handling Precautions

2026 Bye-Laws		2014 Bye-Laws	
Section	Title	Section	Title
23	Requirements for Lifting Equipment	18	Requirements for Cargo / Package-handling Gear
24	Personal Protective Equipment and Welfare Facilities	19	Personal Protective Equipment (PPE) and Welfare Facilities
25	Weather Precautions	35	Weather Precautions
26	Artificial Lights	7	Advance Notification Requirements
27	Ships Signals	34	Ships Signals
28	Shore-Side Electricity (SSE) Connections	40	Ships Use of Shore based Electrical Power
-	Chapter 3 Dangerous Goods	-	**New chapter**
29	Dangerous Goods	2 5	Definitions Classes of Dangerous Goods
30	Prohibited Goods	9	Prohibited Goods
31	Mass and Volume	21	Mass and Volume
32	Wastes and Hazardous Wastes	-	**New section**
33	Advance Notification	7	Advance Notification Requirements
34	Marking, Labelling and Placarding	17 22 29	Loading and Unloading of Dangerous Goods Markings and Labels Marking of Transport units carrying Dangerous Goods
35	Packaging	24	Packagings
36	Dangerous Goods on Quays	-	**New section**
37	Locations for Dangerous Goods	-	**New section**
38	Storage of Dangerous Goods in the Port	7	Advance Notification Requirements
39	Loading and Unloading of Dangerous Goods	13 17	Supervision of Loading Loading and Unloading of Dangerous Goods
40	Transit Sheds	33	Dangerous Goods and Transit Sheds
41	State Services	8	Customs Facilities
42	Vehicles and Containers Carrying Dangerous Goods	23 27 28	Dangerous Goods in Containers and Vehicles Road vehicles carrying Dangerous Goods Rail vehicles carrying Dangerous Goods
43	Unattended Vehicles & Overnight Parking of Vehicles Carrying Dangerous Goods	31 32	Unattended Vehicles carrying Dangerous Goods Overnight Parking of Vehicles carrying Dangerous Goods
44	Bunkering of Vessels	37	Bunkering of Vessels
45	Emergencies and Loss or Escape of Dangerous Goods	25 26	Loss or escape of Dangerous Goods Actions on loss or escape of Dangerous Goods

2026 Bye-Laws		2014 Bye-Laws	
Section	Title	Section	Title
46	Cleaning of Containers and Portable Tanks at the Port	78	Cleaning of containers and portable tanks at the Port
-	PART II NON-BULK DANGEROUS GOODS (PACKAGED)	-	PART II NON-BULK DANGEROUS GOODS (PACKAGED)
-	Chapter 1 Class 1 Explosives	-	Class 1 - Explosives
47	Class I Explosives	-	Class 1 - Explosives
-	Chapter 2 Class 2 Gases	-	Class 2 - Gases
48	Class 2 Gases	44	General
49	Exemptions	45	Exemptions (Class 2.2)
50	Limited & Excepted Quantities	-	**New section**
51	Transport & Storage in the Port	46 47	Maximum Quantities on Board Vessels and on Vehicles Storage in the Port Area
52	Removal from the Port	48	Removal from Port Area
53	Restrictions and Limitations	-	**New section**
-	Chapter 3 Class 3 Flammable Liquids	-	Class 3 Flammable Liquids (other than petroleum spirit, common petroleum and fuel oil)
54	Class 3 Flammable Liquids	-	Class 3 Flammable Liquids (other than petroleum spirit, common petroleum and fuel oil)
55	Exemptions	-	Class 3 Flammable Liquids (other than petroleum spirit, common petroleum and fuel oil)
56	Limited & Excepted Quantities	49	Maximum Quantity on Board Vessel
57	Transport & Storage in the Port	50	Storage in the Port Area
58	Removal from the Port	51	Removal from the Port Area
59	Restrictions and Limitations	52	Pumping/decanting or transfer of Flammable Liquids of Class 3
-	Chapter 4 Class 4 Flammable Solids	-	Class 4 Flammable Solids; Substances Liable to Spontaneous Combustion; Substances which, in contact with water, emit flammable gases
60	Class 4 Flammable Solids	-	Class 4 Flammable Solids; Substances Liable to Spontaneous Combustion; Substances which, in contact with water, emit flammable gases
61	Exemptions	-	**New section**
62	Limited & Excepted Quantities	-	**New section**
63	Transport & Storage in the Port	53	Storage in the Port Area

2026 Bye-Laws		2014 Bye-Laws	
Section	Title	Section	Title
64	Removal from the Port	54	Removal from Port Area of Class 4 substances
65	Restrictions and Limitations	-	**New section**
-	Chapter 5 Class 5 Oxidizing Substances and Organic Peroxides	-	Class 5 Oxidizing Substances and Organic Peroxides
66	Class 5 Oxidising Substances	-	Class 5 Oxidizing Substances and Organic Peroxides
67	Exemptions	-	**New section**
68	Limited & Excepted Quantities	56	Special Class 5.1 goods
69	Transport & Storage in the Port	55 57	Maximum Quantity on Board Vessel (Class 5.1 and 5.2) Storage in the Port Area
70	Removal from the Port	58 59	Removal from Port Area of Class 5.1 Removal from Port Area of Class 5.2
71	Restrictions and Limitations	56	Special Class 5.1 goods
-	Chapter 6 Class 6 Toxic and Infectious Substances	-	Class 6 Toxic and Infectious Substances
72	Class 6 Toxic and Infectious Substances	-	Class 6 Toxic and Infectious Substances
73	Exemptions	-	**New section**
74	Limited & Excepted Quantities	-	**New section**
75	Transport & Storage in the Port	60 61	General Precautions Storage in the Port Area
76	Removal from the Port	62	Removal from Port Area
77	Restrictions and Limitations	-	**New section**
-	Chapter 7 Class 7 Radioactive Material	-	Class 7 Radioactive Material
78	Class 7 Radioactive Material	-	**New section**
79	Exemptions	-	**New section**
80	Limited & Excepted Quantities	-	**New section**
81	Transport & Storage in the Port	63 64 65 66 67	Radiological Protection Institute of Ireland (RPII) Radiation protection programme Protection and Safety programme Measures to be employed in the Protection and Safety programme Storage in the Port Area
82	Removal from the Port	68	Removal from Port Area
83	Restrictions and Limitations	69	Vessels carrying Class 7 goods
84	Direct Shipments to or from the Port	77	Direct Shipments to or from the Port

2026 Bye-Laws		2014 Bye-Laws	
Section	Title	Section	Title
-	Chapter 8 Class 8 Corrosive Substances	-	Class 8 Corrosive Substances
85	Class 8 Corrosive Substances	-	Class 8 Corrosive Substances
86	Exemptions	-	**New section**
87	Limited & Excepted Quantities	-	**New section**
88	Transport & Storage in the Port	70	Storage in the Port Area
89	Removal from the Port	71	Removal from Port Area
90	Restrictions and Limitations	-	**New section**
-	Chapter 9 Class 9 Miscellaneous Dangerous Substances and Environmentally Hazardous Substances	-	Class 9 Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances
91	Class 9 Miscellaneous Dangerous Substances and Environmentally Hazardous Substances	-	Class 9 Miscellaneous Dangerous Substances and Articles and Environmentally Hazardous Substances
92	Exemptions	-	**New section**
93	Limited & Excepted Quantities	-	**New section**
94	Transport & Storage in the Port	72 73	All Class 9 cargoes Storage in the Port Area
95	Removal from the Port	74 73	Removal from Port Area Storage in the Port Area
96	Restrictions and Limitations	-	**New section**
-	Schedule 1 Form of Fixed Payment Notice under Section 6(2) of the Dangerous Cargoes Bye-Laws	-	**New schedule**
-	Schedule 2 High Consequence Dangerous Goods	-	Appendix 1 High Consequence Dangerous Goods
-	Schedule 3 Segregation of Dangerous Goods	-	Appendix 2 Segregation of Dangerous Goods
-	Schedule 4 Information to be Provided under Section 10 for an Application for a Derogation	-	**New schedule**
-	Schedule 5 Information to be Provided in Dangerous Goods Inventory	-	**New schedule**
-	Schedule 6 Cross-Reference Between 2014 Bye-Laws and 2026 Bye-Laws	-	**New schedule**
-	Schedule 7 Cross-Reference Between 2026 Bye-Laws and 2014 Bye-Laws	-	**New schedule**

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