



Circular	تعميم
<p>To:</p> <p>All Ports General Directors All Maritime Shipping Agents All Ports Operators</p>	<p>إلى:</p> <p>جميع مديري عموم الموانئ جميع الوكلاء البحريين جميع الشركات المشغلة العاملة بالموانئ</p>
<p>Subject: Procedures for Handling Dangerous Goods in Saudi Ports</p>	<p>الموضوع: إجراءات التعامل مع البضائع الخطرة في الموانئ السعودية</p>
<p>In accordance of development and improvement of the rules and regulations in Saudi Ports, please find attached:</p> <p>1- Procedures for handling dangerous goods in accordance with the International Maritime Dangerous Goods Code (IMDG CODE) from arrival to the port until departure, including the responsibilities of the Shipping agents, Ports and berths Operators and Security & Safety officials at the ports.</p> <p>2- Lists of approved chemicals by HCIS that requires obtaining prior permits from related authorities.</p> <p>You are kindly obliged to the attached procedures in your respective areas of competence. Note that these procedures do not exempt from any related rules or regulations by the concerned authorities.</p>	<p>في ظل تطوير وتحسين الإجراءات التنظيمية في الموانئ السعودية أرفق لكم التالي:</p> <p>1- إجراءات التعامل مع البضائع الخطرة في الموانئ السعودية طبقاً للكوود الدولي للبضائع الخطرة (IMDG CODE) منذ وصولها للميناء حتى مغادرتها متضمنة كافة الإجراءات المتعلقة بالتزامات الوكلاء البحريين على السفن التي تنقل بضائع خطرة، ومشغلي الموانئ والأرصفة، والمسؤولين عن الأمن والسلامة في الميناء.</p> <p>2- قوائم المواد الكيميائية والمعتمدة من الهيئة العليا للأمن الصناعي، والتي تستوجب الحصول على تصاريح مسبقة من الجهات ذات العلاقة.</p> <p>عليه أمل الالتزام والعمل بالإجراءات المرفقة كلاً فيما يخصه، علماً أن هذه الإجراءات لا تعفي من أي أنظمة أو لوائح ذات علاقة من قبل الجهات المختصة.</p>

نائب الرئيس للتشريعات والترخيص
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MAWANI Saudi Ports Authority

Procedures for Handling Dangerous Goods

Description Dec.	Preparation	Revision Prep	Approval
Job	Director of the Central Department of Industrial Security Industrial Security Head	Authority's Quality Representative	President of the Authority
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Signature			



Sequence of Procedures (FLOW CHART)

Notification of the arrival of dangerous goods

Receiving notification from the Industrial Security Department.

- * Completing the preparation of dangerous goods files and reviewing the relevant documents.
- * Reviewing the ship's shipping plan and keeping a copy.
- * Determining the items of dangerous goods that will be handled at the port.
- * Preparing for handling dangerous goods and taking the necessary precautions through the Safety and Security Plan.

The process of storing, stowage and stacking of dangerous goods in yards according to the requirements of the International Maritime Dangerous Goods Code [IMDG CODE]

Monitoring the operator performance by examining and inspecting dangerous goods yards and checking compliance with the requirements of the IMDG Code and the manner of stowage and stacking.

Dangerous goods leaving the port or re-exported.



1) Purpose:

- These procedures explain how to deal with dangerous goods on ships and how to handle, transport and store them.
- These procedures explain the IMDG Code (Explosives/Radioactive Substances/Chemicals).
- The emergency procedures are for explosives/radioactive substances/chemicals, how to deal in the event of any emergency and to provide control means and appropriate warning signs.
- Also, for clarifying the tasks of the Dangerous Goods Section from the Industrial Security Department.

2) Scope of Application of the Procedures:

- a) On ships that transport dangerous goods.
- b) By ship agents (maritime agents).
- c) By port and dock operators.
- d) By the officials responsible for security and safety at the port.

3) References:

- Regulatory Instructions on the Procedures for Handling Dangerous Goods (IMDG CODE)
- The rules and instructions of seaports in the countries of the Gulf Cooperation Council.

4) Procedures

- Classes No. (1-9) of the IMDG Code:
Ship masters, and dock operators must observe the provisions of the IMDG Code for explosive goods. Precautions must include, but are not limited to:
 1. Sorting and determining quantities by weight.
 2. Continuous supervision and permanent monitoring.
 3. Stopping all other operations, including bunkering, when handling goods of these classes.
 4. Closing all other wards when handling goods of these classes.
 5. Closing the covers of dangerous goods wards in case of stopping work.
 6. Unloading dangerous goods before any other goods, or loading them after the completion of loading of other goods.



7. Using forklifts and other electrically powered equipment compatible with the IMDG Code.
8. Protection of goods from lightning.
9. Safe electrical equipment, including lighting, provided that it conforms to the IMDG Code.
10. Preventing sparks caused by metallic objects, using spark arresters, and preventing people from carrying matches and lighters.
11. Eliminating power influences and radar transformers, and ensuring the safety of radio equipment.
12. A ship carrying more than 5 tons of explosives is not permitted to move between sunset and sunrise except in emergency cases.
13. The ships dock after the maritime agent confirms the availability of sufficient means of transport.
14. Explosives are delivered directly.
15. The firefighting boat must be in standby position near the ship, and a fire engine must also be provided on the shore.
16. Ships carrying explosives should not be bunkered while mooring at the port docks.
17. It must be approved and assured that corrosive substances (Class 8) are only shipped in packages in conformity and compliance with the United Nations standards with regard to chemical packages, and the level of packing must be specified in all packages.
18. Protecting the parts of handling equipment in operation areas with an anti-spark layer.

- **When transporting radioactive substance shipments.**

- Ships or their maritime agents must send prior notice to the relevant authorities twenty (20) days before arrival, and such notice must include all the information required under Article 3/5/9, 5/9 of Class 7 of the IMDG Code, and Paragraph No. 2/2 of this part.
- A ship carrying radioactive substances is not allowed to moor on the dock except after examining the radioactivity of the substance while being outside (currently inside) the port boundaries.
- Ships are not permitted to dock at the port unless a permit is obtained from the relevant authorities to transport radioactive substances. The shipping agent must inform both the port administration and other relevant authorities about the date of arrival of the ship carrying these substances. When unloading radioactive shipments, there must be a permanent guard responsible for safety, and a radioisotope expert must be present, if it is requested by the Directorate of Civil Defence. The owner of the goods shall bear all the costs of the guard or the expert.
- It is not permissible to move, re-stow or unload radioactive substances destined for another port, while they are at the port, and a guard must be appointed to be responsible for safety and to ensure compliance with these conditions.



- Monitoring the levels of radioactivity and the safe distance of the shipment while the ship is at the port requires full supervision by officials of the port administration, represented by the Industrial Security Department and the relevant government agencies.
- Before instructing stevedoring workers to enter a ship loaded with radioactive goods, they must be informed of the dangers of these goods, the stowage scheme and the risks involved.
- It is not allowed to store any radioactive substances in the port, and no radioactive substances should be unloaded except for direct delivery.
- **Dangerous goods transported by sea in containers:**

Dangerous goods transported by sea in containers must be subject to the IMDG Code and the special provisions governing their handling between ship and shore and their transportation and storage.

- **Labeling and tagging:**

1. Containers carrying dangerous goods must be tagged according to the classes of the IMDG Code with sizes not less than 15x15 cm, and at least 3 labels must be placed, one on each side of the container and the last one on the door of the container. The container must also show from the outside the correct scientific name of the dangerous goods or hazardous substances packed inside it.
2. Old labels, tags and plates must be removed from the container before packing.
3. Tags and labels shall be placed on each package inside the container that contains dangerous goods, as specified for each class of the IMDG Code, with the addition of the United Nations number.

- **Container packing certificate:**

Each container, including split containers, must be accompanied by a container packing certificate stating that:

1. The packing was done correctly.
2. The container was clean, dry and suitable for receiving dangerous goods.
3. No inconsistent substances have been packed into the container.
4. The packages have been inspected from outside and properly packed.
5. All packages have been packed in a safe and secure way.
6. Labels and tags are placed on the containers and the packages inside them.
7. The dangerous goods notice required in accordance with Article 3/9 and the General Introduction to the IMDG Code was received for each shipment.
8. A container packing certificate must be presented to the port administration before the ship's arrival. If this is not possible, the certificate must be presented within the first six hours after the ship's berthing.



- **Handling Precautions:**

1. The dock operator should inspect the condition of the container and ensure that the contents are not leaking, and if this inspection reveals any risk of handling or safe storage of the container, the dock operator should subject the container to a more thorough examination to determine whether the container is suitable for further handling or storage.
2. The dock operator must ensure that no unauthorized person opens or interferes with any container carrying dangerous goods, and any person authorized to inspect these contents must be aware of the potential dangers resulting from dangerous goods.
3. Hazardous substances storage sites must be equipped with continuous recording surveillance cameras, and security guards must be present.

- **Handling octyl compounds:**

Special precautions must be taken when handling this very toxic substance classified under Class 1/6 of the IMDG Code that is usually transported in standard tanks in compliance with the requirements of the International Organization for Standardization (ISO). For more information, the parties concerned should refer to Volume 3 of the IMDG Code and its annexes.

- **Storage:**

1. It is not permitted to bring any container containing a quantity of explosives (except for safe explosives) to any of the port facilities except after submitting a prior written request to the port administration and obtaining a permit.
2. The storage of containers carrying dangerous goods in the port must be subject to the stowage and sorting principles stipulated in the IMDG Code.
3. If any container packed with dangerous goods is allowed to be stowed on the dock, it must be stowed according to the directives specified by the supervisor of the dock, and these directives must state that the containers should be stowed in accessible locations, and enough space must be left to open the doors and provide a way for firefighting teams.
4. The dangerous goods storage yard in the port must be isolated by a protective fence with clear warning signs.

- **Dangerous goods subject to an import permit:**

1. Maritime agents must make it clear to the owners of the goods that they must obtain a license to import dangerous goods and that the quantities that will be unloaded must be identical to the quantities stated in the import permit. In the event of discrepancy, the port administration must be informed to take the appropriate decision before unloading this type of goods.
2. For more safety methods, the maritime agents must inform the shipping offices abroad not to receive any shipments until the importer proves that it has obtained the necessary import permit.
3. Goods arriving at the port must be inspected to ensure that the imported quantity/quantities are identical to those stated in the import permit. Failure to comply with this condition will lead to the return of the excess quantities to the country of their origin at the expense of the shipper. In addition, all imported quantities will be returned if the import permit is not presented to verify the data contained in it.

- **Dangerous goods in transit:**

1. Maritime agents must obtain the approval of the port administration first to allow the entry of dangerous goods before the berthing of the ship carrying those goods (transit), provided that the berthing request is accompanied by a detailed description of the dangerous goods including the mark, classification class and the UN number. It is strongly recommended to obtain the permit before shipping these goods on ships at the ports of loading.
2. All maritime agents must inform the masters of ships carrying dangerous goods (transit) to strictly adhere to the following procedures upon arrival at a Saudi port:
 - 2.1. Ships' agents must, before starting loading at a Saudi port, provide full details about the shipment (transit) to the Ministry of Interior, including the type of goods, their grades, and their quantities, accompanied by documents indicating the name of the goods owner, port of destination, and port of discharge.
 - 2.2. Providing full details to the port security unit about the above-mentioned transit shipments, as long as all the required information is included.
 - 2.3. Providing full details to the port administration regarding dangerous (transit) goods on board the ship, whether for discharge or transit.
 - 2.4. Ships for which the owners of the goods cannot obtain the necessary permit from the Ministry of Interior may be seized, and shipowners will be deemed as violating safety rules when there is a substance that poses a radiological danger among their shipments.



- **Packing of dangerous goods:**

The maritime agent must adhere to the following procedures and shall be held directly accountable for the violations that may be committed by the ships represented thereby:

1. Dangerous goods shipments (except for those specific quantities excluded according to the IMDG Code) must be packed in packages showing UN marks, and the type of packaging design in accordance with United Nations law.
2. In case of violation, statutory fines and penalties will be applied.

- **Occupational safety and health:**

1. The port administration and industrial security department are committed to the following:
 - 1.1. Protecting visitors and providing a healthy and safe work environment for all government and private sector employees and workers whose duties require doing work at the port.
 - 1.2. Ensuring continuous progress in implementing and developing best methods and practices for occupational health and safety systems; identifying and evaluating risks and hazards and managing them efficiently and effectively; and setting specific objectives regarding occupational health and safety systems at the port.
2. The ship owner or master must do the following:
 - 2.1. Ensure that its crew adheres to the occupational health and safety requirements for merchant ships issued by the competent department at the government of the country whose flag is raised by the ship.
 - 2.2. Place a copy of the occupational health and safety requirements in a prominent and accessible location and in a language that each crew member understands.
3. Each ship owner or master must provide information about the occupational health and safety of the ship's crew, and must abide by the duties of employers stipulated in the "Duties of Employers" section.
 - Every employer at the port must ensure the safety of its workers, while performing their duties, from any injury or health-related risks, and must provide and maintain the following:
 1. A safe work environment
 2. Safety conditions of facilities, equipment and materials
 3. Safe work systems
 4. Suitable facilities and equipment for accommodation, dining and recreation at any work site
 5. The necessary information, instructions, training and supervision to ensure the safety of every employee from injury and health-related risks.



- The employer must do the following:
1. Develop a plan for the safety and health of employees while performing their professional duties and submit it to be approved by the port.
 2. Monitor and follow up the health and welfare of its employees to prevent work injuries.
 3. Keep records containing information related to work injuries for a period to be determined by the port administration and industrial security department.
 4. Provide information to the employer's employees, written in their own language, regarding health, safety and welfare at the work site, including the names of occupational safety and health officials who can respond to employee inquiries regarding issues that affect occupational health or safety.
 5. Ensure the provision of appropriate information, correct training and necessary supervision for any employee before or during the performance of work of a dangerous nature.
 6. Ensure that any employee, who is likely to be exposed to risks whether when changing the work site, while performing the work, while carrying out any activity or process, or when working in any factory, obtains the following:
 - a) Appropriate information, instructions and training before a change occurs.
 - b) The supervision necessary to maintain his health and safety.
 7. Provide any manager or supervisor with the necessary information, instructions and training to ensure the safety and health of every employee working under his/her management or supervision.
 8. Monitor and follow up the working conditions in any work site under the employer's management and control.
 9. Provide the necessary protective clothing, emergency equipment, safety devices, first aid kit and means of transportation at the work site in a ready-for-use state for the protection, treatment and transport of personnel.
 10. For the avoidance of doubt, employers include the port administration, as well as all port facilities and services, stevedoring operators, operators of ports, docks and ship repair workshops, or any person contracting with or licensed by the port authority, and this includes any maritime agent, ships or ship devices repair contractor, diving or fumigation contractor, ship inspector, or any other person who has employees or workers working at the port, such as goods owners, maritime agents, vehicle owners, and railway organizations. This also includes any ship owner or master who does not meet [sic] occupational health and safety rules and instructions issued by the government of the country whose flag may be raised by the ship.

• **Duties of employees:**

1. Every employee shall exercise reasonable care to protect his/her health and safety during work, and to avoid negatively affecting the health or safety of any other person as a result of an act or omission during work.
2. Every employee is obliged to do the following:
 - 2.1. Use the supplies and equipment provided for occupational health or safety purposes.
 - 2.2. Obey the employer's instructions regarding health or safety at work.
 - 2.3. Adhere to work site policies approved by the port authority.

2.4. Ensure that he/she is not in a condition that threatens his/her safety or the safety of other individuals while at work for a reason related to taking medicines or taking narcotic drugs.

3. The following shall be observed for employees whose native language is not Arabic or who do not understand it in a reasonable manner:
 - 3.1. Providing the worker with occupational health and safety information in the language he/she knows and in the format expected to be understandable by him/her.
 - 3.2. Providing instructions or training in the language the worker is expected to understand.
4. Every employer whose duties require it to carry out work or provide services at the port must ensure that its workers are familiar with the requirements mentioned in paragraphs (1) and (3) above.

- **Methods of exposure to chemicals:**

Chemicals can enter the human body by four main methods as follows:

1. Inhalation: it is the most important and common method in occupational exposure. Inhaled substances include other gases and fumes, and the degree of inhalation depends on the physical and chemical properties of the pollutant and the physiological state of the respiratory system.
2. Absorption: through skin and eyes. It is the second most common method of exposure, as there are some substances that can penetrate the skin and eyes and reach the blood circulation. Hair cavities and sebaceous sweat glands, as well as small cuts and scrapes in the skin, are among the most important areas of the skin that chemicals can penetrate through. Contamination of clothing and shoes can also pose a serious danger due to the concentration (accumulation) of toxic pollutants on them, which increases the severity of infection. Chemical contact with the eyes cannot be overlooked, as it is considered one of the most dangerous matters due to high sensitivity of eyes.
3. Ingestion. By this method, chemicals enter the digestive system as a result of swallowing and consuming food or drinks and other items contaminated with toxic substances, or by contaminating hands and biting nails, or due to lack of public or personal hygiene.
4. Accidental Injection. By injury with a sharp object contaminated with chemicals.

- **Adopted procedures**

The port has yards and warehouses for storing hazardous substances, which are operated by station tenants at the port, and the Dangerous Goods Section of the Industrial Security Department at the port monitors and supervises the handling and storage of these substances and their compliance with the safety requirements through qualified specialists, as follows:

- **Monitoring the handling, transportation and storage of hazardous substances through the following stages:**
 - Receiving notification of dangerous goods arrival.
 - Receiving and reviewing manifests and packing certificates for dangerous goods.
 - Notifying the port operations and the handling company of the exceptional measures to be taken upon arrival of the ship carrying the hazardous substances.
 - Inspecting ships loaded with hazardous substances according to the relevant form.
 - Supervising the unloading of dangerous goods from the ship and transport and storage thereof in the designated yards.



- Observing the yards and warehouses of dangerous goods and ensuring that security and safety requirements are met.
- Imposing fines on violating entities, whether station tenants or maritime agents, in case of violating safety instructions for hazardous substances.
- Noticing any leaks in hazardous substance containers.
- Observing the hazardous substances left at the port and coordinating with the police and customs authorities to urge importers and maritime agents to conclude the procedures for clearance, re-export or destruction through specialized companies.
- Preparing training courses for workers in dangerous goods yards and warehouses from handling companies and government agencies operating at the port, in order to familiarize them with the hazardous substances and their dangers and how to deal with them.
- The Dangerous Goods Section uses the available devices to detect flammable gases before performing hot work on ships, fuel tanks and sewage network rooms, as well as detecting the percentage of oxygen gas before starting maintenance work in closed spaces.

1. Procedures taken when transiting or unloading radioactive substances at the port

- The shipping agent fills out the form for requesting shipment of radioactive substances and submits it to the port.
- The Section reviews the form submitted by the shipping agent and verifies that the shipment's technical data is in compliance with international atomic energy specifications.
- After approval of the shipping process and upon arrival of the ship loaded with such substance, handling operations may not be commenced until after on-site testing of the radiation level within the safe limits by the Food Control Laboratory.
- Then, the shipment is unloaded and delivered directly to the importer if it is shipped for import, or remains on the ship if it is shipped for transit.

2. Emergency procedures for explosive, chemical and radioactive substances

The plan to confront and prevent incidents of explosive, chemical and radioactive substances:

In order to preserve the safety of the port and its personnel, the port administration has adopted some procedures for unloading and storing chemicals, as follows:

1. Not to store explosive substances of international Class No. (1), as well as ammonium nitrate, inside the port, and instruct importers to receive them directly.



2. The following substances have been added to the list of substances that are directly delivered.

SN	Substance Scientific Name in Arabic	Substance Scientific Name in English	Class
1			
2			
3			
4			
5			
6			
7			

- **Not to allow the unloading of any hazardous substances except after obtaining prior permission from customs authorities according to the attached form.**
- **Emergency procedures for explosive substances:**
 1. In the event of outbreak of fire near the site of explosives, they must be moved to a safe place.
 2. Fighting the fire quickly to prevent its reach to the explosives.
 3. As for the explosives 4/1 mentioned in Section A, the fire must be fought from a maximum distance by using hose holders without personnel or nozzles with monitoring and control devices. As for the explosives mentioned in Section 1/4/1, fire can be fought while taking normal precautions by staying away from the fire for a reasonable distance to protect people.
 4. The use of water to combat burning explosives may cause explosions as a result of the steam generated from the water.
 5. The explosives that have been exposed to heat may only be transported or moved under the supervision of specialized experts.
 6. Special attention must be paid to the fire which may break out in truck wheels, as the re-ignition of those tires may occur after the fire in the wheel has been extinguished.
 7. The accident place must be evacuated of the crowds so that the specialists and responsible parties can move freely in the site.
 8. The neighboring area must be evacuated and the prevailing winds must be avoided. The topography of the structures and the existing buildings must be used as a shelter for protection; and it is necessary to avoid the winds coming from the site.



9. If the accident has not caused an immediate ignition or an explosion of explosives, the first step that must be taken, which is considered the most important, is to prevent the outbreak of fire and isolate suspicious substances.
10. In cases of accidents in which chemical munitions are involved, all precautions must be taken to prevent outbreak of fire and injuries resulting from gas leakage.
11. If there is no fire and only damage occurs to the packages of explosive substances, then water cooling operations usually increase the risk of explosion that may result from sparks or collision.
12. In the event of explosives leakage, utmost care must be taken not to cause sparks that may arise from friction between metal tools or any other kind of friction; and in this case, all sources of ignition must be removed.
13. Water is only used when there are explosives and after an expert in this field is consulted.
14. Cleaning after leakage may only take place under the supervision of an expert in the field.
15. If the dangerous goods area falls under threat of fire or heat, the necessary measures must be first taken for evacuation at the following distances in all directions, according to the requirements of international maritime conventions and according to the following tables:

Serial No.	Amount of Explosives	Safe Distance	Distance for Section 3/1
1	1,000 kilograms	150 meters	70 meters
2	5,000 kilograms	700 meters	150 meters
3	20,000 kilograms	700 meters	200 meters
4	50,000 kilograms	900 meters	300 meters
5	100,000 kilograms	1,100 meters	400 meters

16. If bombs or artillery shells are exposed to heat or flames, the area must be evacuated and isolated by a distance of 2 km in all directions.
17. Movement and handling of all goods must be stopped in the event of an accident involving explosives.



- **Emergency procedures for chemicals**

When any chemical accident occurs, whether at the port yards or warehouses, or on ships, the following procedures shall be taken:

- Informing the department of industrial security operations.
- The operations department informs the Civil Defense and Industrial Security teams to go to the site of the accident
- The hazardous substances inspector is informed of the accident by phone or radio
- Type of chemical accident
- How dangerous it is
- The substance used to combat it (leakage or extinguishing) and how it is used
- The extent of need for protective clothing and its kind
- The extent of spread of fumes, toxic gases and incendiary substances

- **In light of the above, the duties of the fire brigade are determined as follows:**

- Dealing with the accident as indicated by the hazardous substance inspector.
- Wearing protective clothing, if needed.
- Evacuating the area near the accident, if required, according to the direction of the wind, by industrial security patrols, border guards and civil defense.
- Calling the necessary support from outside the port according to the civil defense plan, if necessary.
- Removing adjacent hazardous substances and general cargo may be required and the contractor working in the site will do so.

- **Attached classes**

Classes of hazardous substances (2-9) showing how to deal with those substances, as well as a map of the hazardous substance storage sites in the port.

- **Class No. (2)**

Gases, including the following:

- Non-flammable gases
- Flammable gases
- Toxic gases
- Oxidizing gases (may cause ignition)
- Burning gases
- Gases of one or several of the above-mentioned characteristics
- Gases that are chemically or physically inert, but lead to the emission of asphyxiating and toxic gases if exposed to ignition



- **Note:**

- In the case of storage, there must be ventilation holes to discharge of any leaks of the stored gases, taking into account the presence of gases that are heavier than air, which leads to the presence of such gases in the lower layers of the store in dangerous concentrations (groupings)
- Measurement of gas ratios must be done, each according to the permissible amount (the permitted value varies from one gas to another according to its risk), as the regular measurement reveals the presence of any leakage early before the occurrence of accidents as a result of such leakage.

Procedures to be followed to control an accident

- Prohibiting entry to the warehouse or site if an accident occurs in it.
- Putting necessary precautions in place to counter any explosion.
- Using different cooling methods to reduce the risk.
- Class (3)

Flammable liquids as follows:

- 3-1 flash point below 5-18 °C
- 3-2 flash point ranges between 18-23 °C
- 3-3 flash point ranges between 23-61 °C

- **Procedures to be followed to control an accident**

- Prohibiting entry to the site until it is assured that the site is free of toxic, anesthetic and inflammable gases.
- Not using water to directly extinguish the fire caused by flammable liquids.
- Using foam as an effective means that isolates the flammable liquid from the air (oxygen), which stops the ignition and reduces the risk (breaking the fire triangle).
- There may be instructions prohibiting the use of foam in some cases, but a special type, if any, can be used as an exception.

- **Class No. (4)**

Contains 3 degrees classified according to their dangerousness when water reaches them, as follows:

(4-1) characterized by ignition in case of dryness.

(4-2) characterized by automatic ignition (self-ignition).

(4-3) characterized by ignition in case of wetness.

- **Note:**

Class (4-1) should always be in a wet state, because it is considered an explosive when in a dry state.

The use of carbon dioxide (fire extinguishers) to combat metal fires (metal powders) may increase their risk.

Class (4-3) contains many chemicals that exist in a non-flammable state as long as they remain dry, but they become very dangerous when wet or when water reaches them, so it is forbidden to use water to extinguish that type of fire.



- **Control methods:**

- **First: Class (4-1)**

If the fire is small, sand is used to extinguish the fire.

If the fire is large, the unused parcels are isolated and water is used on top in a form of fountain to extinguish the fire from a safe distance.

- **Second: Class (4-2)**

If the fire is simple, sand is used to extinguish the fire.

In the event that toxic gases are emitted, dry powder is used.

- **Third: Class (4-3)**

When wet, they become dangerous, and dry powder and sand are used to extinguish fires caused by these substances.

- **Class (5)**

This Class contains chemicals that have been divided into two grades, (5-1) and (5-2), according to their chemical composition, even if all of them emit oxygen gas that causes ignition.

- **Control methods**

In the event of outbreak of fire, the existence of these chemicals leads to fire continuity even if the place is completely surrounded by an inert gas (isolating oxygen from the place of fire), due to the property of oxygen emission from these substances, which leads to the continuity of fire. To control this type of fire, large quantities of water must be used.

- **Note:**

Ignition of chemicals of this Class may cause an explosion.

- **Class (6)**

Among the characteristics of this Class is that it contains chemicals of a toxic characteristic (POISONOUS) and must be dealt with in the event of accidents and fires according to the steps followed for Class (3) (chemicals of flammable and toxic liquid substances).

- **Control methods**

- Using personal protection equipment during firefighting, especially face protection (eyes and respirator), as well as gloves and insulating clothes to cover all parts of the body.
- In the event of outbreak of fire on a ship containing such chemicals, it must be ensured that the wind is moving in the same direction as the ship's movement.
- Water must be used in the form of a compressed spray (water may not be used directly from fire hoses); and the goods far from the fire site should be cooled as much as possible or isolated in a safe place.

- **Class No. (7)**

- It contains chemicals that emit radiation, each of which varies in intensity according to its partial weight, and they are either radioactive substances or explosive radioactive substances.



- Transportation of this type of chemicals has its own conditions and specifications in terms of the equipment required for protection, during transport, from the emission of radiation above the permissible limit and protection from sources of flame, and the method of proper handling of these goods, with a maximum percentage of permissible radiation, which if exceeded and detected through a radiation measuring device, the handling of these goods would be extremely dangerous for stevedoring workers.
- It is not permissible for the master of any ship to carry goods of Class (7) unless the necessary precautions are taken, as approved by the competent bodies in this field.
- It is not permissible for the master of any ship to carry goods of Class (7) unless the necessary precautions are taken, as approved by the competent bodies in this field. In the event of any leakage or risk on board of a ship containing dangerous goods of Class (7), the ship must head to the nearest port after informing the port officials of the necessity to take the necessary precautions to face that situation. Foodstuffs likely to be contaminated with a radiation dose over the permissible limit must not be handled among individuals until they are examined and the extent and amount of contamination are determined, as well as determining whether they are still fit for human use or not by a competent entity.

- **Control methods**

When an accident involving this type of substances occurs, and in all cases of radioactive substances, other than fissile materials, the following procedures must be followed:

1. Isolating the area.
2. Collecting unscattered parcels in a safe place.
3. Collecting scattered parcels in one place to be covered.
4. Keeping a safe distance from parcels and goods.
5. Eliminating pollution or radiation from all equipment used for control. In cases of fire (other than fissile materials), large quantities of water must be sprayed from a safe and far distance and the area must be isolated and evacuated.

- **Control methods:**

- In the event of a leak, the area of leak should be washed with large quantities of water, taking into account that some corrosive chemicals, such as sulfuric acid, interact strongly with water.
- In the event of a fire, water is used as a spray to surround the burning area from all sides with water.
- These chemicals are dealt with in case of emergency after wearing protective clothing such as safety shoes - gloves - head, face and eyes protectors - respirator.

- **Class (8)**

Includes corrosive substances, some of them are flammable and other are non-flammable, according to their respective flash points.

When handling these goods, it must be taken into consideration to follow the same steps applicable in emergencies for controlling acid or alkaline corrosive fumes and those applicable for controlling the incidents involving chemicals of Class (3) (corrosive fumes resulting from flammable liquid fires).

- **Class (9)**

This Class, with all its chemicals and elements, is related to the previously mentioned Classes, and the procedures stipulated for controlling incidents involving those chemicals are followed, each according to its Class.

- **Tasks of the Dangerous Goods Section (Industrial Security Department):-**

Establishing a mechanism and an insurance system for all operations accomplished inside the port with respect to handling dangerous goods containers; and achieving and accomplishing all tasks and goals set by government agencies to ensure more safety for dangerous goods passing through the port.

Eliminating improper practices by imposing penalties according to the rules and instructions of seaports in the countries of the Gulf Cooperation Council and IMDG Code.

Providing assistance in safety operations during handling, storage, and transportation operations and destroying those substances if they are left for a long period at the port.

- a) Containers of hazardous substances must be dealt with according to the following regulations and rules:

Law on Chemicals Import and Management issued by Royal Decree No. M/38

IMDG Code

Rules and instructions of seaports in the countries of the Gulf Cooperation Council

Recommendations of the committee formed by virtue of Letter No. 2/12019/10/1 dated 8-9/3/1428

A.H. of his Royal Highness, Assistant Minister of Interior for Security Affairs, for studying the condition of hazardous substances in air, sea and land entry points, preventing their accumulation, and finding the appropriate mechanism to accelerate completion of their procedures.

- b) Mechanism of dealing with containers by the Dangerous Goods Section

- 1. Reviewing manifests and packing certificates**

Manifests and packing certificates (a certificate for each dangerous goods container indicating all the chemical data, including the class, UN number, shipper, importer and a special number in case of emergency) are received from maritime agents for the dangerous goods containers loaded on the ships of their agency and are examined and then the containers of goods are sorted and unloaded by the direct delivery system that needs special procedures, as well as quantifying the quantities of different classes and identifying the risks for each class separately to take the necessary measures. In addition, an electronic linking process must be done between all the competent authorities so that the follow-up process is done continuously.

- 2. Inspection of dangerous goods yards and warehouses**

The port has yards and warehouses for storing hazardous substances, which are operated by the dock tenants in the port, and the Dangerous Goods Section monitors and supervises the handling and storage of these substances and their compliance with the safety requirements. It is necessary to daily ensure that all safety requirements and conditions are met according to the IMDG Code on all those yards and warehouses, and that they are subject to the standards determined therefor in terms of storage, stowage and handling. For ascertainment, the relevant authorities must be immediately informed when there are violations in this regard.



3. Inspection and storage of dangerous goods containers:

- Dangerous goods containers and the goods inside them are inspected to ensure compliance with the labelling requirements set by the IMDG Code.
- Comparing these goods against packing certificates in case of violations.
- The method of storing and stowing goods inside containers is monitored to avoid leaks that may occur as a result of poor packaging, poor storage and stowage.
- The storage of dangerous goods containers is monitored and the different classes according to the IMDG Code are separated.

4. Selection and measurement of gases:

The Section has devices used to detect gases (methane - oxygen - carbon monoxide ...) They are used when there are hot works for tanks that are used in making petroleum derivatives to make sure that there are no remaining gases burning, as well as when there is any maintenance work in closed rooms or when it is believed that there is no enough percentage of oxygen gas.

5. Treating and controlling chemical leaks

Leaks are dealt with according to the class of the relevant substance and the chemical properties that make up it, and the relevant devices and tools are used to treat the leak according to the following mechanism:

- Stopping and controlling the source of leak and making sure that leak is in the narrowest scope possible, along with using the appropriate tools and devices to combat leakage by the treatment company.
- Providing scientific advice on the nature of the chemical and its properties to all parties involved in the control and treatment.
- Eliminating the effects of leakage and continuous monitoring around the clock until the containers leave the port.

6. Inspection of ships carrying dangerous goods

Ships loaded with dangerous goods are inspected upon their arrival to the port to ensure compliance with the rules and instructions of the International Maritime Organization for dangerous goods and the rules and instructions of the seaports, and all the information about the ship is recorded in the inspection form.

7. Providing a safe environment for handling dangerous goods containers at the port.

The Section works to provide a safe environment through:

- Giving information on the kinds of dangerous goods and how to deal with them.
- Ensuring that there is personal safety equipment with workers dealing in the handling of dangerous goods in order to maintain their safety, and ensuring their knowledge of the dangers of these substances, and monitoring containers of dangerous goods of high risk (explosives - ammonium nitrate, radioactive substances.) From the moment the Section obtains information about the arrival of these goods until their exit from the port, coordinating with the port operations, unloading companies, the shipping agent and the customs administration, and making sure of the availability of the fire boat.

- Ensuring that dangerous goods are not stored in the port's refrigerator for foodstuffs and medicines in coordination with the Operations Department.
- In the event that there are radioactive substances on board the ship, the radiation level detection devices approved by the Food and Drug Administration are used before the ship is allowed to start the container handling process.
- Daily inspection of all safety means, including fire extinguishers, sand and water buckets, and ensuring their readiness for emergency situations.
- Ensuring that there are signboards for safety instructions for dealing with hazardous substances.

8. Monitoring containers of dangerous goods left at the port.

The Section makes an inventory of the dangerous goods left at the port, addresses the maritime agents and importers, and then addresses the police and customs authorities.

The Section participates with the representatives of customs, weapons and explosives section and maritime agents in a committee to make an inventory of the hazardous substances left in a joint report, indicating the quantity, type and class of the substance and the extent of its danger, and then it is delivered to the representative of the destruction company.



9. Entities and bodies that the Dangerous Goods Section deals with

The Section works in cooperation and coordination with various entities and bodies to reach the best performance as follows:

Serial No.	Entity or body	Description
1	Security (Weapons and Explosives Section)	Making an inventory of the dangerous goods left and urging importers to re-export or destroy them.
2	Customs	Making an inventory of the dangerous goods left and urging importers to re-export or destroy them.
3	Food and Drug Administration	Detecting the radiation ratio in ships loaded with radioactive substances by their equipment and then allowing commencement of the handling process.
4	Border guards	Upon the arrival of ships loaded with radioactive substances (unloading-transit)
5	Meteorology and Environmental Protection	Destruction of hazardous substances - existence of large leaks of chemicals, ensuring that there are valid permits for destruction companies.
6	Military Entities (Ministry of Defense - Ministry of Interior - National Guard)	When their containers that require special procedures are late (Rank 1 classification)
7	Civil Defense (Chemical Fire Intervention Unit) Industrial Zone	The Unit's equipped vehicle is used for firefighting when there are chemical fires - God forbid
8	Chamber of Commerce and Industry	When there are new instructions to importers regarding dangerous goods
9	Representative of Maritime Agents	When addressing maritime agents
10	Destruction Companies	Destroying hazardous substances and handling leaks
11	Maritime Administration	Hot-work permits for ships
12	Operating Administration	Checking the goods before being discharged into the port refrigerator



IMDG Code

IMDG Code	Type
<p>Class No. 1 Explosives Control Method: 1. Evacuating the area 2. Using water pressure vertically 3. Not using water pressure as spray</p>	
<p>Class No. 2 Gases (flammable, compressed, toxic) Control Method: Using water or powder</p>	
<p>Class No. 3 Flammable Liquids Control Method: 1 Petroleum substances and their derivatives are controlled with foam to isolate them from water 2 Other liquids are controlled by water or dry powder</p>	
<p>Class No. 4 Solids (flammable - self-ignited - ignited with water) Control Method: 1. Flammable and self-ignited solids, using water vertically or in a form of spray 2. Solids ignited with water, using dust or dry powder</p>	
<p>Class No. 5 Oxidants (oxidizing substances, organic peroxides) Control Method: 1. Special powder 2. Water spray for cooling</p>	
<p>Class No. 6 Toxic and Infectious Substances Control Method: Controlled by specialists, using protective masks and respirators</p>	
<p>Class No. 7 Radioactive Substances Control Method: Controlled by specialists and detected by special devices</p>	
<p>Class No. 8 Corrosive Substances Control Method: 1. Controlled by specialists, using protective clothing 2. Using water for dilution</p>	
<p>Class No. 9 Miscellaneous Hazardous Substances Control Method: It depends on the requirements of the IMDG Code</p>	



First: Procedures followed by the maritime agent:

Notices and permits required from maritime agent

1. Initial notice of the ship arrival

Before the arrival of any ship carrying dangerous goods, the shipping agent shall do the following:

- a- The shipping agent enters the information of dangerous goods that will be unloaded from the ships under the Saudi Electronic Information Exchange Project System (ED) into the customs computer, at least 48 hours before their arrival.
- b- Notice of the ship arrival.
- c- Determining the company responsible for handling the goods inside the port.

2. Notice of unloading or loading of the incoming ship's cargo:

The ship coming to the port is not allowed to unload its cargo of dangerous goods before it is authorized to do so by customs authorities and border guards.

3. Before departure:

A ship carrying dangerous goods that departs from the port is not allowed to depart before a permit is obtained from the port administration, and the ship's agent prepares the departure permit.

4. Obtaining a prior clearance permit from customs authorities for all dangerous goods containers, and this must be done before importing those goods because the port will not allow these goods to be unloaded except with the existence of a prior clearance permit.

Submission of manifests and dangerous goods stowage plans

1. The shipping agent shall bring a complete manifest containing all the data and numbers of the dangerous goods containers loaded on the ship (incoming - transshipment - transit) to the Dangerous Goods Section of the Industrial Security Department at the port, within a reasonable time before the ship arrives at the port.
2. The shipping agent shall provide coordination and stowage plans for companies' goods unloaded at the terminal which will be handled by the ship.
3. The ship coming to the port and carrying goods for direct delivery shall be treated according to the provisions of the two previous paragraphs, taking into account the following:
 - a. Providing evidence that there are dangerous goods that require direct delivery to customs authorities and informing the Dangerous Goods Section of the Industrial Security Department at the port.
 - b. The delivery note is issued, in the case of direct delivery, so that formal procedures can be completed before the ship's arrival.
 - c. Below is a list of chemicals that must be delivered directly (direct delivery goods)



Serial No.	Substance Scientific Namein Arabic	Substance Scientific Namein English	Class
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			

Second: Instructions for importing dangerous goods

1. Not to unload dangerous goods from ships without prior permission from customs authorities.
2. Not to transport dangerous goods that are not in conformity with the information contained in the import permit.
3. The importer must promptly complete customs procedures and transport dangerous goods within a period not exceeding 10 working days.
4. Containers used to transport hazardous substances must be marked with appropriate labels to clarify the type of chemical according to the IMDG Code.



Third: Procedures taken when unloading or transiting radioactive substances at the port

1. The shipping agent fills out the form for requesting shipment of radioactive substances and submits it to the port.
2. The Section reviews the form submitted by the shipping agent and verifies the relevant shipment data and its compliance with international atomic energy specifications.
3. After approval of the shipping process and upon arrival of the ship loaded with such substance, handling operations may not be commenced until after on-site testing of the radiation level within the safe limits by the Food Control Laboratory.
4. Then, the shipment is unloaded and delivered directly to the importer if it is shipped for import, or remains on the ship if it is shipped for transit.
5. It is not permitted to store any radioactive substances in the port, nor should any radioactive substances be unloaded except for direct delivery.

Fourth: Procedures taken when unloading and transiting explosives at the port

1. The shipping agent shall notify the port before the ship's arrival, while observing provisions of the IMDG Code for explosive goods.
2. Upon the arrival of the ship loaded with explosives, the following must be done:
 - a. Docking of ships loaded with explosives will not be allowed except after ensuring the availability of means of transport for importers to transport their goods directly upon the ship's arrival at the dock.
 - b. Continuous supervision and provision of permanent monitoring
 - c. Stopping all other operations, including bunkering, when handling dangerous goods of these classes, as they must be unloaded first from the ship before any other goods.
 - d. The firefighting boat must be in standby position near the ship.
3. It is not permitted to store any radioactive substances in the port, nor should any radioactive substances be unloaded except for direct delivery.

Fifth: Precautions for dangerous goods handling

1. The unloading companies shall handle containers of dangerous goods and give priority to direct delivery containers.
2. The unloading companies at the port shall inspect the condition of the container and ensure that the contents are not leaking, and if this inspection reveals any risk of handling or safe storage of the container, the companies should subject the container to a more thorough examination to determine whether the container is suitable for handling or storage.
3. Unloading companies must ensure that no unauthorized person opens any container carrying dangerous goods, and any person authorized to inspect these contents must be aware of the potential dangers resulting from dangerous goods.

Sixth: Customs procedures for dangerous goods containers:

1. Maritime agents must make it clear to importers that they must obtain a license to import dangerous goods and that the quantities that will be unloaded must be identical to the quantities stated in the import permit.
2. After the importer obtains the import permit from the competent authority, it must head to the customs administration to obtain a prior clearance permit. This clearance permit must be sent to the shipping agent, who in turn sends it to the unloading companies that will allow unloading of these dangerous goods by virtue of such clearance permit.
3. The unloading companies shall handle dangerous goods containers that are given prior clearance permit from the customs administration (it is not allowed to unload containers that did not obtain that permit).
4. Dangerous goods containers shall be placed in hazardous substances storage yards until customs inspection is completed.
5. Customs inspectors shall carry out the customs inspection of the containers at the dangerous goods container storage sites belonging to each unloading company, where these goods are sorted either by manual inspection or by X-rays and the quantities are compared, as mentioned in the import permit and the customs declaration. Failure to comply with this condition will lead to the return of the excess quantities to the country of origin at the shipper's expense. All imported quantities will also be returned if the import permit is not presented to verify the data contained in it.
6. In the event that the dangerous goods fulfill all the previous conditions, the importer shall pay all the fees related to the goods and take out the containers from the port.
7. In the event of any customs violations, those goods shall be seized until the completion of customs procedures or the re-export of those containers or their destruction by a specialized destruction company.
8. In customs inspection, the customs administration shall give priority to dangerous goods containers, especially direct delivery containers.

Seventh: Duties of Monitoring by the Dangerous Goods Section

The Dangerous Goods Section of the Industrial Security Department at the port monitors and supervises the handling and storage of these substances and their compliance with the safety requirements through qualified specialists to monitor the handling, transportation and storage of hazardous substances through the following stages:

1. Receiving notification of dangerous goods arrival.
2. Receiving and reviewing manifests and packing certificates for dangerous goods.
3. Notifying the port operations and the handling company of the exceptional measures to be taken upon arrival of the ship carrying the hazardous substances.
4. Inspecting ships loaded with hazardous substances according to the relevant form.
5. Supervising the unloading of dangerous goods from the ship and transport and storage thereof in the designated yards.
6. Observing the yards and warehouses of dangerous goods and ensuring that security and safety requirements are met.



7. Imposing fines on station tenants or maritime agents, in case of violating safety instructions for hazardous substances.
8. Noticing any leaks in hazardous substance containers.
9. Observing the hazardous substances left at the port and coordinating with the police and customs authorities to urge importers and maritime agents to conclude the procedures for clearance, re-export or destruction through specialized companies.

5) Forms

S.N.	Form Title	Code No.	Retention Time
1	Yard and Warehouse Inspection Form Dangerous Goods	MAWANI-SEC-P-02-F-01	To be determined periodically
2	Inspection Form for Ships Carrying Radioactive Substances	MAWANI-SEC-P-02-F-02	To be determined periodically
3	Inspection Form for Ships Carrying Dangerous Goods	MAWANI-SEC-P-02-F-03	To be determined periodically
4	Hot Work Permit Form	MAWANI-SEC-P-02-F-04	To be determined periodically
5	Radioactive Substances Form	MAWANI-SEC-P-02-F-05	To be determined periodically
6	Violation Report Form	MAWANI-SEC-P-02-F-06	To be determined periodically



Inspection Form for Dangerous Goods Yards and Warehouses

Day /	Time /	Date /	Company /		Location /
Serial No.	Subject		Notes		
1	Is there a security guard at the yard entrance?		Yes	No	
2	Does the site have an updated list of stored goods data?		Yes	No	
3	Guidance/warning signs, class marks		Yes	No	
4	Yard/warehouse floors cleanliness		Yes	No	
5	Stowage of goods (stacking - height - sorting)		Satisfactory	Unsatisfactory	
6	Means of extinguishing on site (water/sand)		Satisfactory	Unsatisfactory	
7	Ventilation and lighting on site		Satisfactory	Unsatisfactory	
8	Commitment of workers handling hazardous substances in using safety tools		Yes	No	
9	Has a spill or leak been observed at the site?		Yes	No	
10	Storing general goods containers on site		Yes	No	

Second / Fire Extinguishers

Number		Expiration date		Distribution		Notes
Internal	External	Valid	Expired	Satisfactory	Unsatisfactory	

Third / Means of Personal Protection

Means of Protection	Available	Not available	Notes
First aid kit			
Protective clothing			
Masks			
Water spray			
Eye wash device			
Gloves			
Shoes			
Helmets			

Company Site Official /

Dangerous Goods Inspector at the Port /

Head of Dangerous Goods Section



Inspection Form for Ships Carrying Radioactive Substances
Unloading / transit - port

Ship Name:

Voyage Number:

Berth Number:

Date of Arrival:

Inspection Date:

Maritime Agent:

Industrial Security - Port

The radioactive substance data provided by the maritime agent was reviewed by Letter No. _____ dated ____ / ____ / 14 A.H.

according to the rules and instructions of seaports, the International Maritime Organization and the International Atomic Energy Agency

Found to be in conformity with rules and instructions

Not in conformity with rules and instructions

Official Seal:

Name:

Signature:

Food Control Laboratory / Radiation Section

The radiological survey was carried out and the following was found:

The radiation level is within the permissible limits and goods are allowed to be cleared

The radiation level is higher than the permissible limits and goods are not allowed to be cleared

Official Seal:

Name:

Signature:

Port Security Unit

Goods are allowed to be unloaded from the ship

Goods are not allowed to be unloaded from the ship and must be immediately dispatched

Responsible Officer:

Signature:

VESSEL NAME : _____ Vessel Name	VOYAGE # : _____ Voyage Number
DATE/TIME OF ARRIVAL : _____ Date and time of arrival	BERTH # : _____ Berth Number
DATE/TIME OF INSPECTION : _____ Date and time of inspection	AGENT : _____ Shipping Agent

SUMMARY OF ALL DANGEROUS GOODS ON BOARD ON ARRIVAL			
JEDDAH DISCHARGE CONTAINERS 20" 40"	INTRANSIT INTRANSIT	DISCHARGE DISCHARGE	IMO CLASS
			IMO CLASS
<input type="checkbox"/>			1.1
<input type="checkbox"/>			1.2
<input type="checkbox"/>			1.3
<input type="checkbox"/>			1.4
<input type="checkbox"/>			1.5
<input type="checkbox"/>			2.1
<input type="checkbox"/>			2.2
<input type="checkbox"/>			2.3
<input type="checkbox"/>			3
<input type="checkbox"/>			4.1
<input type="checkbox"/>			4.2

WEIGHT QUANTITY IN KILOGRAMS ONLY			
JEDDAH DISCHARGE CONTAINERS 20" 40"	INTRANSIT INTRANSIT	DISCHARGE DISCHARGE	IMO CLASS
			IMO CLASS
<input type="checkbox"/>			4.3
<input type="checkbox"/>			NH4N O3
<input type="checkbox"/>			OTHE R
<input type="checkbox"/>			5
<input type="checkbox"/>			5.2
<input type="checkbox"/>			OCTEL
<input type="checkbox"/>			OTHE R
<input type="checkbox"/>			6.1
<input type="checkbox"/>			6.2
<input type="checkbox"/>			7
<input type="checkbox"/>			8
<input type="checkbox"/>			9

DANGEROUS CARGO INSPECTION		
DANGEROUS CARGO INSPECTION		
REMARKS	Yes Yes	No No
STORAGE AND SEGREGATION CONFIRMED TO IMO REGULATIONS.	<input type="checkbox"/>	<input type="checkbox"/>
STORAGE AND SEGREGATION CONFIRMED TO IMO REGULATIONS.	<input type="checkbox"/>	<input type="checkbox"/>
DANGEROUS CARGO DECLARED AS PER IMO / GCC PORTS REGULATION	<input type="checkbox"/>	<input type="checkbox"/>
DANGEROUS CARGO DECLARED AS PER IMO / GCC PORTS REGULATION	<input type="checkbox"/>	<input type="checkbox"/>
QUANTITY OF DANGEROUS CARGO WITHIN THE REQUIRED LIMIT	<input type="checkbox"/>	<input type="checkbox"/>
QUANTITY OF DANGEROUS CARGO WITHIN THE REQUIRED LIMIT	<input type="checkbox"/>	<input type="checkbox"/>
DANGEROUS CARGO FOR TRANSHIPMENT JEDDAH DISCHARGE (REMARK IN DETAIL).	<input type="checkbox"/>	<input type="checkbox"/>
Presence of the red flag / red light	<input type="checkbox"/>	<input type="checkbox"/>
PACKING CERTIFICATES AVAILABLE.	<input type="checkbox"/>	<input type="checkbox"/>
Unloading dangerous cargo for transshipment fee of Jeddah (remarks in detail)	<input type="checkbox"/>	<input type="checkbox"/>
DANGEROUS CARGO FOR EXPORT / TRANSHIPMENT LOADING.	<input type="checkbox"/>	<input type="checkbox"/>
DANGEROUS CARGO FOR EXPORT / TRANSHIPMENT LOADING.	<input type="checkbox"/>	<input type="checkbox"/>
CARGO REQUIRED MOI PERMIT	<input type="checkbox"/>	<input type="checkbox"/>
CARGO REQUIRED MOI PERMIT	<input type="checkbox"/>	<input type="checkbox"/>

NAME & SIGNATURE OF MASTER: SHIP CHIEF / OFFICER: SHIP SEAL: SHIP SEAL: INSPECTED BY: INSPECTED BY:	OTHER REMARKS: OTHER REMARKS:
--	-------------------------------

Hot-work permit

Date / /

Welding type	
Duration of the permit	
Date of work	Day: Corresponding to: Start time:
Expiry date	Day: Corresponding to: Start time:
Applicant	
Work area	
The exact location	
Notes	
Special Conditions	The permit will be canceled and a fine will be imposed if all safety requirements are not complied with or if the permit is used for another location.

Note: Hot- work permits are only issued in the morning period, except in very urgent cases.

Seal/

Welding Specialist in the Industrial Security Department

Name/

Signature/

Inspection Form for Radioactive Substance Vessels - Unloading/Transit

Vessel Name:
Date of arrival:

Voyage Number:
Inspection Date:

Berth Number:
Shipping agent:

Industrial Security - Jeddah Islamic Port

The radioactive substance data provided by the shipping agent was reviewed by Letter No. _____ dated ____ / ____ / 14 A.H., according to the rules and instructions of seaports, the International Maritime Organization and the International Atomic Energy Agency.

- Found to be in conformity with rules and instructions
 Not in conformity with rules and instructions

Official Seal:

Name:

Signature:

Food Control Laboratory in Jeddah / Radiation Section

The radiological survey of radioactive substances was carried out and the following was found:

- The radiation level is within the permissible limits and goods are allowed to be cleared.
 The radiation level is higher than the permissible limits and goods are not allowed to be cleared.

Official Seal:

Name:

Signature:

Jeddah Islamic Port Security Unit

- Goods are allowed to be unloaded from the vessel at Jeddah fee
 Goods are not allowed to be unloaded from the vessel and must be immediately dispatched

Vessel Control Officer

Signature:

Violation Report

Violation Report No.			Violation Report No.
Date and time of the violation:			Date of violation
Location:			Location
Violating company:			Violating company
Container number:			Container number
Article violated:			Article violated
Vessel name & voyage No.			Vessel name & voyage No.
Date of arrival:			Date of arrival
Shipping agent:			Shipping agent
Brief description of violation:		Brief description of violation:	
Dangerous Goods Inspector	Name: Signature:		Name & signature of Inspector
Head of Dangerous Goods Section	Name: Signature:		Name & signature of Section Head
Manager of the Safety Division	Name: Signature:		Name & signature of Safety Manager

Director of the Industrial Security Department

(First List)
Chemicals included in the composition of explosives

#	Substance Name in English	Substance Name in Arabic	HS Number
1.	Aluminum Powder	Aluminum powder and flakes	760310000001 760310000002 760320000001 760320000002
2.	Ammonium Perchlorate	Ammonium Perchlorate	282990130000
3.	Ammonium Nitrate	Ammonium Nitrate	310230000001 310230000002
4.	Barium Nitrate	Barium Nitrate	283429900001
5.	Carbon Disulfide	Carbon Disulfide	281310000000
6.	Calcium Ammonium Nitrate (CAN; nitro limestone)	Calcium Ammonium Nitrate	310260000000
7.	Calcium Nitrate	Calcium Nitrate	283429300000
8.	Calcium Nitrite	Calcium Nitrite	283410400000
9.	Copper Nitrate	Copper Nitrate	283429900003
10.	Glycerol	Glycerin (Glycerol)	290545000000
11.	(Hexamine) Hexamethylenetetramine	Hexamethylenetetramine	292129000001
12.	Hydrogen Peroxide	Hydrogen Peroxide	284700000000
13.	Hydrogen Sulfide	Hydrogen Sulfide	281119200000
14.	Isopropyl Alcohol	Propan-2-ol (Isopropyl Alcohol)	290512000000
15.	Magnesium (Powder)	Magnesium	810430100001 810430100002
16.	Magnesium Nitrate	Magnesium Nitrate	283429400000
17.	Magnesium Perchlorate	Magnesium Perchlorate	282990120000
18.	Methyl Chloride	Methyl Chloride	290311000001
19.	Methanol	Methanol	290511000000
20.	Nitric Acid	Nitric Acid	280800100000
21.	Nitro Benzene	Nitrobenzene	290420100001
22.	Nitro Methane (Nitrocarbol)	Nitromethane	290420100003
23.	Nickel Nitrate	Nickel Nitrate	283429000000

**Determining the safe concentration percentages of chemicals included
in the composition of explosives**

#	Substance Name in English	Substance Name in Arabic	Concentration Concentration %
1.	Ammonium Nitrate	Ammonium Nitrate	(≥16%)
2.	Hydrogen Peroxide	Hydrogen Peroxide	(≥12%)
3.	Nitric Acid	Nitric Acid	(≥3%)
4.	Nitro Methane	Nitromethane	(≥10%)
5.	Potassium Chlorate	Potassium Chlorate	(≥40%) solid; ≥ 10% aqueous
6.	Potassium Nitrate	Potassium Nitrate	(≥40%) solid; ≥ 5% aqueous
7.	Potassium Nitrite	Potassium Nitrite	(≥ 5% aqueous)
8.	Potassium Perchlorate	Potassium Perchlorate	(≥40%) solid; ≥ 10% aqueous
9.	Sodium Chlorate	Sodium Chlorate	(≥40%) solid; ≥ 10% aqueous
10.	Sodium Nitrate	Sodium Nitrate	(≥ 5% aqueous)
11.	Sodium Nitrate	Sodium Nitrite	(≥ 5% aqueous)
12.	Sodium Perchlorate	Sodium Perchlorate	(≥40%) solid; ≥ 10% aqueous

Kingdom of Saudi Arabia
 Ministry of Interior
 (272)
 The High Commission for Industrial Security
 Secretariat General

#	Substance Name in English	Substance Name in Arabic	HS Number
24.	Phosphorus	Phosphorous	280470000000
25.	Potassium Chlorate	Potassium Chlorate	282919100000
26.	Potassium Nitrate (Saltpeter)	Potassium Nitrate	283421000000
27.	Potassium Nitrite	Potassium Nitrite	283410200000
28.	Potassium Perchlorate	Potassium Perchlorate	282990190001
29.	Sodium Chlorate	Sodium Chlorate	282911000000
30.	Sodium Nitrate	Sodium Nitrate	310250000000
31.	Sodium Nitrite	Sodium Nitrite	283410100000
32.	Sodium Perchlorate	Sodium Perchlorate	282990110000
33.	Sodium Peroxide	Sodium Peroxide	281530000001
34.	Strontium Nitrate	Strontium Nitrate	283429900004
35	Urea	Urea	310210000001 310210000002