

**[ PPA ADMINISTRATIVE ORDER NO. 08-97,  
September 04, 1997 ]**

**CODE OF SAFE HANDLING, STORAGE AND TRANSPORT OF  
DANGEROUS CARGOES IN PORTS**

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Pursuant to the provisions of Section 27 of Presidential Decree No. 857, otherwise known as the "Revised Charter of the Philippine Ports Authority in accordance with the resolution passed during the "Workshop on Dangerous Cargoes in ASEAN Ports" held in Jakarta, Indonesia on November 13-17, 1995 which was sponsored by the ASEAN Ports Association (APA) in coordination with the International Maritime Organization (IMO), this Code is hereby issued for the compliance and guidance by all port managers, private port operators, port users and others concerned.

Adopted: 04 Sept. 1997

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**CODE OF SAFE HANDLING, STORAGE AND  
TRANSPORT OF DANGEROUS CARGOES IN PORTS**

**1. AUTHORITY**

- 1.1 Section 27 of PD 857
- 1.2 MSC/Circ. 675, Jan. 30, 1995, Entitled "Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas" of the International Maritime Organization
- 1.3 Article VI of PPA Administrative Order No. 13-77
- 1.4 Article XVII of the Dockwork Safety and Health Standards

**2. PURPOSE**

To monitor and control the presence, entry and movement of dangerous cargoes in the Philippine ports so as to ensure the general safety of the ports, the containment of the cargoes, the safety of all persons in or near the port premises and the protection of the environment.

**3. SCOPE**

- 3.1 This Order shall apply to the entry, movement and presence of dangerous cargoes in ports, both in domestic and foreign ships and on shore. The ships

referred to exclude troopships and warships.

3.2 Refineries, chemical plants, factories, etc. although operating within the port shall not be covered by this Order except for jetties or wharves undertaking related activities.

#### **4. DEFINITION OF TERMS**

4.1 Authority — means the Philippine Ports Authority

4.2 Port Users — refer to the bodies, organizations or persons, including those engaged in maritime hauling ancillary, handling and other related services, who are authorized to work on board vessels, in terminals or in other work places within the jurisdiction of the Authority.

4.3 Port — means the territorial jurisdiction under the control, supervision, or ownership of the Authority over an area (land or sea), declared as such in accordance with Section 5 of Presidential Decree No. 857.

4.4 PMO — means the Port Management Office of the Authority other than its principal office.

4.5 PDO — means the Port District Office of the Authority.

4.6 DCA — means the Dangerous Cargo Area.

4.7 Dangerous cargoes — means any of the following cargoes, whether in bulk, break-bulk or loose cargoes, or in freight container:

4.7.1 oils covered by Annex 1 of MARPOL 73/78;

4.7.2 gases covered by the Codes for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk;

4.7.3 noxious liquid substances/chemicals, including wastes covered by the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and Annex II of MARPOL 73/78.

4.7.4 dangerous, hazardous and harmful substances, materials and articles including environmentally hazardous substances (marine pollutants) and wastes, covered by the International Maritime Dangerous Goods (IMDG) Code; and

4.7.5 solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk, (MHBs), including wastes, covered by Appendix B of the Code of Safe Practice for Solid Bulk Cargoes.

4.7.6 The term dangerous cargoes includes any empty uncleaned packagings [such as tank-containers, receptacles, intermediate bulk containers (IBCs), bulk packagings, portable tanks or tank vehicles] which previously contained dangerous cargoes, unless the packagings have been sufficiently cleaned of

residue of the dangerous cargoes and purged of vapors so as to nullify any hazard or has been filled with a non-dangerous substance.

4.8 *Bulk* — means a homogeneous cargo stored in bulk, that is to say, loose in the hold/storage and not enclosed in any container such as boxes, bags, casks, and so on. Bulk cargo may be composed of free flowing articles such as grain, coal, etc.

4.9 *Break-bulk* — means cargoes which are packed in drums, bags, crates, cartons, or case like but not contained in van or freight container.

4.10 *Competent persons* — means a person, through his experience and/or training became qualified and has been authorized to perform a task or function or assume a responsibility in a manner that will prevent danger or accident as far as practicable.

4.11 *Hot Work* — means the use of open fires and flames, power tools or hot rivets, grinding, soldering, burning, cutting, welding or any other repair work involving heat or creating sparks which may lead to a hazard because of the presence of proximity of dangerous cargoes.

4.12 *Responsible person* — means a person appointed by a shore side employer or the Master of a ship empowered to take all decisions relating to his specific task, having the necessary current knowledge and experience for that purpose and, where required, is suitably certified or otherwise recognized by any agency of the government.

4.13 *Certificate of Fitness* — means a certificate issued by or on behalf of an Administration in accordance with the relevant codes for the construction and equipment of a type of ship certifying that the construction and equipment of the ship are such that certain specified dangerous cargoes may be carried in that ship.

4.14 *Master* — means any person other than a pilot or a watchman, having charge of a ship.

4.15 *Document of Compliance* — means a document issued by or on behalf of an Administration to ships carrying dangerous cargoes in packaged form or in solid form in bulk under SOLAS regulation 11-2/54.

4.16 *IMDG* — means the International Maritime Dangerous Goods Code.

4.17 *Unstable substance* — means a substance which, by nature of its chemical make-up, tends to polymerize or otherwise react in a dangerous manner under certain conditions of temperature or in contact with a catalyst. Mitigation of this tendency can be carried out either by special transport conditions or by introducing adequate amounts of chemical inhibitors or stabilizers to the product.

4.18 *IMO* — means the International Maritime Organization.

4.19 *Flexible pipe* — means a flexible hose and its end fittings, which may include means of sealing the ends, used for the purpose of transferring dangerous cargoes.

4.20 *Pipeline* — means all pipes, connections, valves and other ancillary plant,

apparatus and appliances in a port provided or used for or in connection with the handling of dangerous cargoes, but does not include a flexible pipe, loading arm or any part of a ship's pipes, apparatus or equipment other than the termination of those parts of the ship's pipes apparatus or equipment to which a flexible pipe is connected:

4.21 *Loading arm* — means an articulated hard pipe system and its associated equipment, which may include quick release couplings, emergency release systems or hydraulic power pack, used for the purpose of transferring dangerous cargoes.

4.22 *Ship's stores* — materials which are on board a ship for the upkeep, maintenance, safety, operation or navigation of the ship (except for fuel and compressed air used for the ship's primary propulsion machinery or for fixed auxiliary equipment) or for the safety or comfort of the ship's passengers or crew. Materials which are intended for use in commercial operations by a ship are not considered as ship's stores (e.g. materials used for diving, surveying and salvage operations).

4.23 *Stowage* — means the positioning of packages, intermediate bulk containers (IBCs), freight containers, tank containers, portable tanks, bulk packagings, vehicles, shipborne barges, other cargo transport units and bulk cargoes on board ships, in warehouse, sheds or other areas.

4.24 *Transport* — means the movement by one or more modes of transport in the port.

## **5. WAREHOUSES, TERMINAL AREAS AND INFRASTRUCTURE FOR DANGEROUS CARGOES**

### 5.1. General

5.1.1 This Section relates to jetties, pipelines, cargo sheds, container stacking areas, warehouses and terminal areas for dangerous cargoes, access and transport roads, rail links and waterways within the port.

### 5.2 Land Use Planning

5.2.1 When planning new facilities or upgrading existing facilities in a Port District, all concerned including the port users, the PDOs/PMOs and the Engineering Office of the Authority shall consider the following factors:

5.2.1.1 the protection of health, property and the environment;

5.2.1.2 the dangerous cargoes to be transported or handled;

5.2.1.3 other hazardous installations in the vicinity;

5.2.1.4 population density in the area under consideration including vulnerability of the population; t

5.2.1.5 ease of evacuation or other measures which may need to be taken in the event of an accident;

5.2.1.6 emergency services and procedures available;

5.2.1.7 possibility and probability of an accident occurring and the effects on health, property and the environment, depending on the dangerous cargoes to be transported or handled;

5.2.1.8 the provision of repair and cleaning facilities for ships and cargo transport units; and

5.2.1.9 the requirements of MARPOL 73/78 with respect to reception facilities.

5.2.2 Land use planning decisions shall take into account the cumulative risk of all hazardous installations and substances in the vicinity of ports.

5.2.3 Land use planning shall always take into account international guidelines, experience and recommendations available from the various international bodies.

### 5.3 Considerations for substances harmful to the aquatic environment

5.3.1 Where practicable, wherever such substances are present in the port, suitable means shall be used to prevent these substances entering into the soil, water areas or drainage systems. This also applies to pipe and conveyor bridges.

5.3.2 Whenever practicable, drainage systems shall be furnished with shut-off valves, sumps or basins and shore discharge facilities for contaminated water.

5.3.3 Whenever practicable, such areas shall be separated by containment walls, bunds or sills.

### 5.4 Dangerous cargo areas

5.4.1 All PMOs, except South Harbor and MICT where a Centralized Dangerous Cargo Area already exists, shall designate an area for storage of dangerous cargoes which shall separate dangerous cargoes from general or ordinary cargoes. Such area shall have the facilities appropriate to the hazards emanating from the cargoes to be kept.

5.4.2 DCAs shall include the following facilities/considerations:

5.4.2.1 Separate ventilation, drainage, fire resisting walls, ceilings, explosive proof bulbs, etc.;

5.4.2.2 Enough space for the segregation of incompatible dangerous cargoes and for the separation of the various classes of dangerous cargoes;

5.4.2.3 Space for the hauling and handling equipment;

5.4.2.4 Adequate access in case of an emergency;