

PART 1 - APPLICATION				
The applicant certifies that the information contained in this application is accurate:				
Applicant name		Phone number		
Vessel name:			From	To
<input type="checkbox"/> Load <input type="checkbox"/> Unload		*Date		
		Hour		

***NO DANGEROUS GOODS IS SHALL BE PRESENT AT THE PORT BEFORE OR AFTER THE DATE INDICATED.**

Dangerous goods			Gross weight	Explosives Net contents	P.I.N.	Stowage	Classification	24 h Emergency number
Article #	Quantity	Name of expedition	kg	kg				

PART 1 – APPLICATION (following)	
Signature of Applicant	
Date	

PART 2 – AUTHORIZATION (Société du parc industriel et portuaire de Bécancour)	
Application following part 1: Load <input type="checkbox"/> Unload <input type="checkbox"/> Berth _____	
Is approved under reserve to the conditions specified on the <u>4 pages</u> of this permit:	
_____ Harbour master's office / Authorized Representative	_____ Date
<u>NOTE:</u>	

CONDITIONS

This given authorization is for the net quantity of explosives permitted on or alongside the indicated berth at anytime. During pre-loading transit account should be given that safety distances are calculated from the face of the wharf. When dockside storage is not in lots separated by a minimum distance of 25 m., the storage quantities should be reduced by 5 tonnes NEQ for each 25 m. the explosives are stored island from the face of the wharf.

1. Damage: In the event that any package containing explosives is found to be wetted or damaged, expert advice shall be obtained for its safe handling and disposal.
2. Safety: The safety precautions contained in the Introduction to Class 1 of the International Maritime Dangerous Goods Code shall be strictly observed during the handling and transit of explosives, both onboard ship and at dockside. All cargo handlers shall be briefed by the shipper of the possible risks and necessary precautions prior to commencing to handle explosives. In order to maintain a sufficient surveillance level of the facilities, the port authority reserves the right to put additional security officers in place at owner's fees during transit period shall it feel the need.
3. Maximum Quantity: Irrespective of the safety distances available at a handling site, the aggregate quantity of all explosives in divisions 1.1/1.5, 1.2 and/or 1.3 shall be restricted to the maximum Net Explosive Quantity (NEQ) for each berths mentioned below:

Berth	Explosives Hazard Division	Quantity / kg
B-1	1.1, 1.5	90 000
	1.2, 1.3, 1.4	250 000
B-2	1.1, 1.5	90 000
	1.2, 1.3, 1.4	250 000
B-3	1.1, 1.5	45 000
	1.2, 1.3, 1.4	250 000
B-4	1.1, 1.5	20 000
	1.2, 1.3, 1.4	250 000

4. Mixed Explosives: Where explosives of different divisions, i.e., 1.1/1.5, 1.2 and/or 1.3 are being handled together, the aggregate quantity is considered as belonging to the division with the lowest number. In this regard, division 1.5 is always to be considered and treated as division 1.1 when Class 1.1 explosives are part of the aggregate.
5. Simultaneous handling: It is not permitted to berth or work more than one vessel to load or discharge explosives at a time regardless of total NEQ limitations.
6. Notification: Police and Fire Fighting Authorities shall be notified of the intention to handle explosives. Such notification, given at least 24 hours prior to arrival of the explosives at the port, shall include details of the quantity and types of different explosives to be handled. Vessel traffic management systems, where they are in operation shall be notified of berths and times that explosives are to be stored or handled.
7. Communication: To provide for a rapid response in an emergency situation, a communication system shall be established between the site and the nearest fire station when fire fighters are not in attendance at the handling site.
8. Fertilizers: Ammonium Nitrate and Sodium Nitrate of Class 5.1 may be stowed with Blasting Explosives, except Blasting Explosives Type C, Un 0083, provided the aggregate is treated as Blasting Explosives Class 1.

CONDITIONS (continued)

9. Public Warning: Unless access to the explosives handling is controlled, public warnings that explosives are being handled shall be prominently displayed on all approaches to the site. Such notices should, where possible, be placed at the entrances to port property. Vessel traffic management shall advise all shipping of the locations where explosives are present and the times of handling and require all ships in the vicinity to navigate with caution.
10. Personnel: Office staff and other workers employed within the port area shall be considered as part of the cargo operations except where publicly accessed buildings and industries not connected with port operations are located within the harbour area.
11. Fire Protection: All wharves and dock storage areas used for the transit or handling of explosives shall be provided with fire hydrants or approved emergency fire pumps having hoses attached. During working hours, whenever climatic conditions permit, the hoses shall be fully charged. When climatic conditions do not permit hoses to be charged, hydrants shall be tested and found in good working order prior to the commencement of work and at 4 hourly intervals throughout the work period. Constant supervision shall be maintained to these sites during non working periods.

Fire picket: When there is an open hot-work permit, fire picket, equipped with instant communication and appropriate extinguisher, fire picket must be posted at the hot work site. No loading of explosives is permitted within **100 meters** of hot work.
12. Laytime: Laytime for a ship conveying explosives shall be kept to the bare minimum consistent with safety. Loading shall not commence until the vessel is in all respects prepared to receive loading. Explosives shall always be handled on the LAST ON, FIRST OFF basis and no other cargo shall be worked with or over explosives.
13. Mobile Units: Where explosives are to be shipped in mobile units, they shall not be allowed to accumulate but shall be dispatched as rapidly as possible.
14. Single Vehicle Load: Irrespective of the quantity limitations, a single vehicle operating under an Explosive Transportation Permit and conveying not more than 20,000 kg of explosives may be driven directly aboard a Ro-Ro vessel immediately prior to her sailing. No intermediate handling, by which is meant the transfer of any or all of the contents of the vehicle or the lifting of the vehicle by a crane or other hoisting device, shall take place. The maximum waiting time of the vehicle at dockside shall not exceed 30 minutes and during this time the vehicle shall be parked as far as possible from all areas used by the general public or for the handling or storage of other cargo.

October-24-2023.