

Unofficial English Translation:

Attach to announcement of the Port Authority of Thailand

Subj: Procedure to handle Dangerous Goods at Laem Chabang Port

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1. This announcement

“LCP” means Laem Chabang Port

“LCPCB” means Laem Chabang Port Customs Bureau

“Terminal Operators” means Terminal Operators at  
Laem Chabang port.

“Dangerous Goods Warehouse Operator” means operator of  
Dangerous Goods Warehouse at Laem Chabang port

“LCP Areas” means areas under Customs fence at Laem Chabang  
Port, coastal terminals including areas under Expropriation Act at  
Tambol Toong Sukhla, Amphur Sriracha and Tambol Banglamung, Amphur Banglamung, Cholburi Province B.E. 2521

“Dangerous Goods Warehouse” means dangerous goods  
warehouse belong to the operator of dangerous goods warehouse at  
Laem Chabang Port.

“Dangerous Goods Group 1” means most high risk dangerous  
goods prohibited to load or discharge or move on-board or  
passing through or transship in the LCP area i.e. dangerous  
goods class No. 6.2 infectious substances, class No. 7 radioactive  
materials except Cobolt-60 and Tantalum Glass.

“Dangerous goods group 2” means high risk dangerous goods  
permitted to load or discharge overside in LCP area but

not permitted to store in LCP area i.e. dangerous goods class  
No. 1 explosives, class No. 2.3 toxic gases.

“Dangerous goods group 3” means dangerous goods not specified  
in group 1 and 2 and permitted to load or discharge outside in  
LCP area but should be transferred to store at dangerous goods  
warehouse immediately.

“Secondary risk” means type or sub-class of secondary risk

“Correct name for transportation” means Proper Shipping Name  
as prescribed in IMDG Code.

“Waste” means waste in accordance to Basel Convention on the  
control of transboundary movements of hazardous wastes and  
other disposal specified by Department of Industrial Work,  
Ministry of Industry.

“Labels” (according to IMDG Code) means pictogram with  
pictures affixed on the packages to identify the danger of  
dangerous goods in the transportation which having size,  
characteristic and wordings as specified the transportation  
of dangerous goods regulation.

“Placard” (according to IMDG Code) means things consist of  
pictogram with pictures affixed on the external part of  
container or packaging to identify the danger of dangerous  
goods in the transportation which having size, characteristic and wordings as specified in the transportation of  
dangerous goods regulation.

“Marks” (according to IMDG Code) means things consist  
correct name of dangerous goods and UN No. including  
pictogram/symbol or other wordings in other than stipulated  
in the label and placard affixed on the packaging or external  
part of the container or packaging for warning to the danger  
of such dangerous goods.

2. Dangerous goods are divided into 9 classes as per IMDG Code as shown on that attached table as follow:

- 2.1 Group 1: Explosives
- 2.2 Group 2: Gases
  - 2.2.1 Sub-group 2.1: Flammable gases
  - 2.2.2 Sub-group 2.2: Non toxic gases
  - 2.2.3 Sub-group 2.3: Toxic gases
- 2.3 Group 3: Flammable liquids
- 2.4 Group 4: Flammable solids, substances liable to spontaneous combustion, substances which, in contact with water, emit flammable gases
- 2.5 Group 5: Oxidizing substances and organic peroxides.
- 2.6 Group 6: Toxic and infectious substances.
  - 2.6.1 Sub-group 6.1: Toxic
  - 2.6.2 Sub-group 6.2: Infectious substances.
- 2.7 Group 7: Radioactive material
- 2.8 Group 8: Corrosive substances
- 2.9 Group 9: Miscellaneous dangerous substances and articles.

3. Ship owners or ship agents who wish to bring in the dangerous goods into the LCP area have to act as follow:

- 3.1 To submit Dangerous Goods Declaration (form No. Sor Or. 01 as attached) for discharging / loading or transship in the LCP area to the Port Operations Div., LCP, dangerous goods warehouse and the terminal where the vessel will berth, at not less than 24 hours prior berthing schedule. For dangerous goods from Cambodia, Vietnam, Malaysia and Singapore should submit the form at not less than 12 hours prior berthing schedule. Vessels from Bangkok port or other domestic ports should submit the form at not less than 5 hours prior berthing schedule.

3.2 The declaration as per 3.1 should have details as follow:

- 3.2.1 Item No.
- 3.2.2 B/L No.
- 3.2.3 No. of Packages
- 3.2.4 Proper Shipping Name
- 3.2.5 Net Weight
- 3.2.6 Class and UN No.
- 3.2.7 Flash Point

- 3.2.8 Packaging Group
- 3.2.9 Container No.
- 3.2.10 Status
- 3.2.11 Consignee's Name & Address &  
Telephone
- 3.2.12 Name and telephone no. of the experts  
contactable in Thailand in case of  
emergency.
- 3.2.13 To attached safety data sheet as specified  
by IMO (English) and Department of  
Industrial Works, Ministry of Industry or  
other documents having details of each  
dangerous goods.

3.3 For dangerous goods passing through on board in the LCP area, the declaration as per 3.1 (form Sor Or. 03 as attached) should be submitted to the Port Operations Div., LCP, dangerous goods warehouse and terminal where the vessel will berth, at not less than 24 hours prior berthing schedule. Only for vessel from Vietnam and Cambodia, the dangerous goods declaration must be submitted at not less than 12 hours prior berthing schedule. Vessels from Bangkok port or other domestic ports, the dangerous goods declaration must be submitted at not less than 5 hours prior berthing schedule with details as follow:

- 3.3.1 Item No.
- 3.3.2 B/L No.
- 3.3.3 No. of Packages
- 3.3.4 Proper Shipping Name
- 3.3.5 Net Weight
- 3.3.6 Class and UN No.
- 3.3.7 Flash Point
- 3.3.8 Packaging Group
- 3.3.9 Container No.
- 3.3.10 Status
- 3.3.11 Stowage Position

3.3.12 To attached safety data sheet as specified  
by IMO (English) or other documents  
having details of each dangerous goods.

4. Inward dangerous goods as per no. 2 are divided into 3 groups as per the table attached to this announcement.
5. All dangerous goods having secondary risk under group 1 and 2 are deemed to be dangerous goods in group 1 and 2.
6. Dangerous goods in group 1 are not allowed to discharge/load or move on board or passing through or transship in the LCP area (except Cobolt-60 and Tantalum Glass especially those import for the benefits of Thailand are allowed to discharge and direct move out from LCP area immediately)

For Cobolt-60, the importers must strictly comply the following:

6.1 Prior placing order for Cobolt-60, the importers must coordinate with related authorities in advance not less than 7

working days i.e. Port Operations Div., LCP, LCPCB, terminal operator where the vessel will berth, dangerous goods warehouse and ship agents. This is to set

up measure plan, discharging plan and transportation at the highest safety.

- 6.2 To submit the documents showing details, quantity and purpose of import directly to the authority concerned.
- 6.3 To submit the import permit of Cobolt-60 from the Office of Atoms for Peace.
- 6.4 To present and send copy of certificate of packaging inspection certifying that the packaging are safe for transportation issued by the competent authorities in foreign country and duly certified plus the certificate from Office of the Atoms for Peace.
- 6.5 The Cobolt-60 are to be discharged overside and take out from LCP area straight away.
- 6.6 To set the preventive leaking measure of the radiation of Cobolt-60 which should be up to standard and arrange the officers from the Office of Atoms for Peace and equipments to control and check the leaking of radiation at all times as from berthing of the vessel.
- 6.7 To set the measure for discharge operation including transportation inside and outside LCP area to the warehouse of the importers at the highest safety. The officers of the Office of Atoms for Peace and Highway Police should supervise and escort the transportation of Cobolt-60 at all times. The discharging area should be controlled in the distance of 40 meters as well as installing warning signal. This is in order to prevent outside people going into the discharging area of Cobolt-60.

7. Dangerous goods in group 2 are allowed to be discharged overside from the vessel in the LCP area but not allow to store and must immediately take out from the LCP area except some dangerous goods which Customs formalities have been

completed and paid all charges but unable to take out of the LCP area due to some problems which case, the trucks should park at the designated area.

8. Dangerous goods in group 3 are allowed to be discharged overside in the LCP area and should be moved to the dangerous goods warehouse immediately. LCP will not allow to lay down or unstuff or store in the terminals whatsoever.
9. Owners of cargo or its Customs Broker or ship agents who wish to export the dangerous goods from LCP should comply with the following:
  - 9.1 For LCL shipment: To submit the Export Customs formalities together with the container no. to the dangerous goods warehouse at not less than 48 hours prior to brining in dangerous goods into the dangerous goods warehouse and must bring in the dangerous goods for stuffing to the dangerous goods warehouse at not less than 24 hours prior to the berthing schedule of vessel.
  - 9.2 In the case of FCL shipment: To follow as per No. 9.1 and attached with the Customs' s Container Movement Certificate.
  - 9.3 To submit the Dangerous Goods Declaration (form Sor Or 02 as attached) for loading or transship in the LCP area to Port Operations Div., LCP, dangerous goods warehouse and terminal where the vessel will berth, at not less than 24 hours prior berthing schedule.
  - 9.4 For dangerous goods to be loaded or transship as per no. 9.3 must have the details as follow:
    - 9.4.1 Proper Shipping Name
    - 9.4.2 No. of Packages
    - 9.4.3 Net Weight
    - 9.4.4 Class and UN No.
    - 9.4.5 Flash Point
    - 9.4.6 Packaging Group
    - 9.4.7 Container No., Vessel and Voyage
    - 9.4.8 Shipper's Name & Address & Telephone
    - 9.4.9 Name and telephone no. of the experts contactable in Thailand in case of emergency.
    - 9.4.10 To attached safety date sheet or other documents having details of each dangerous goods.
10. Outward dangerous goods as per No. 2 are divided into 3 groups as per the table attached to this announcement.

11. Dangerous goods group 1 are not allowed to load in the LCP area except Cobolt-60 substance imported for the benefits of Thailand and only return to the country of origin will be brought into LCP area and load direct onto the vessel immediately in which the exporters must follow strictly in reverse to No. 6.1 up to 6.7.
12. Dangerous goods group 2 are allowed to bring into the LCP area and load direct onto the vessel immediately.
13. Dangerous goods group 3 are allowed to store first at the dangerous goods warehouse and then bring into the LCP area for direct loading onto the vessel or to bring in the dangerous goods for stuffing and store at dangerous goods warehouse prior being moved to load direct onto the vessel but will not allow to stuff dangerous goods or store inside the terminal.
14. Inward dangerous goods which is a waste must stipulate “waste” in the Dangerous Goods Declaration (form Sor Or 04) and must only keep in the container.
15. Outward dangerous goods which is a waste must be FCL shipment only and must stipulate “waste” in the Export Customs formalities
16. For import and export of empty box and empty container which previous contained dangerous goods and uncleaned, the procedure must comply with the regulations of dangerous goods as usual and stipulate “EMPTY UNCLEANED” in the dangerous cargo declaration (Form No. Sor Or 01) for inward dangerous goods and copy of the export Customs formalities for export dangerous cargo.
17. LCP will allow fumigation only export laden containers at the dangerous goods warehouse and not allow to fumigate empty containers.
18. Fumigation company or Customs Brokers of cargo owners who wish to fumigate export laden containers must submit the permission for fumigation (Form No. Sor Or 04 as attached) to the Port Operations Div., LCP, dangerous goods warehouse at not less than 6 hours prior any fumigation.
19. For outward cargo stuffed in the terminal, the container must be moved to dangerous goods warehouse for fumigation only.
20. After fumigation, containers stuffed with dangerous goods must affix the fumigation warning sign at the container door and specify the name of chemical and quantity used and date of fumigation including affixing labels of the class of dangerous goods stuffed in the containers.
21. After fumigation, containers with general cargo must affix the fumigation warning sign at container door and specify the name of chemical and quantity used and date of fumigation.

For FCL containers with general cargo and being fumigated not less than 24 hours are allowed to deliver to the terminal as usual and must affix fumigation warning sign at container door and specify the name of chemical and quantity used and date of fumigation.

22. The fumigation company must be supervised by officers from Office of the plant and agriculture material Control, Department of Agriculture, Ministry of Agriculture and Cooperatives. During fumigation, the fumigation company must strictly work with care for the safety of life, properties and environment. When completion of the work, the containers or

packaging of the chemicals for fumigation and other residuals must be immediately moved out from the LCP area and must not leave any residuals inside LCP area.

23. Loading or discharging dangerous goods must be under the control and supervision of dangerous goods warehouse operator who has the knowledge, capability and experience through the training of dangerous goods and safety course.
24. Loading or discharging of dangerous goods must adhere strictly to this announcement as well as of IMO regulations.
25. Ship agents must submit dangerous goods declaration either loading or discharging in the LCP area and dangerous goods carry on board the vessel and the stowage plan of dangerous cargo to the Port Operations Div., LCP, dangerous goods warehouse and terminal where the vessel will berth and must clearly display the stowage plan at the gangway prior commencement of loading and discharging of general cargo and dangerous cargo every time.
26. Bunkering is prohibited while loading and discharging dangerous cargo.
27. Every time when working related to dangerous goods in the LCP area, the workers must use PPE for safety mean.
28. Terminal operators, dangerous goods warehouse operator and related other operators must submit the emergency plan to the LCP in case of leaking of dangerous goods or having accidents incurred.
29. Storage of dangerous goods at the dangerous goods warehouse must strictly comply with the rules and regulation of IMO.
30. The packaging of dangerous goods must have the standard as per IMDG Code and must clearly affix label, placard and dangerous goods symbol onto the box or laden containers regardless of full container or mix with other general goods.
31. LCP will not allow goods with contamination, dirty and smelly to store in the shed and must be kept in the container only.
32. For the transportation of dangerous goods, the drivers must have driving license type no. 4 and have in hand safety information of the said dangerous goods including well secure / lashing of the dangerous goods on the trucks prior to gate in or gate out from LCP area in order to ensure highest safety during transportation.
33. LCP will take action against ship owners or ship agents, cargo owners or their Customs Brokers who ignore not to comply with the regulation from No. 3 to 8 of this announcement which may cause to accidents or damage to the environment and properties of LCP as follow:
  - 33.1 Ship owners or ship agents, cargo owners or their Customs Brokers who ignore not to submit declaration list of dangerous goods or incomplete information as per manifest or fail to declare in time announced by LCP or not declare all dangerous cargo passing through LCP area, LCP will impose a fine of Baht 50,000 (fifty thousand Baht) excluding VAT per vessel to ship owners or ship agents.
  - 33.2 Cargo owners or their Customs Brokers who ignore not to declaration list of dangerous goods, LCP will impose a fine of Baht 10,000 (ten thousand Baht) excluding VAT per Bill of Lading to cargo owners or their Customs brokers.
  - 33.3 In case of not affixing dangerous goods label at the side of the containers or if already labeled by cargo owners or their Customs brokers but found the labels are torn, damaged, LCP will re-affix the labels and cargo owners or their Customs brokers will have to pay a fine at Baht 1,000 (On thousand Baht) per label excluding VAT.

34. LCP will take action against cargo owners or their Customs brokers, ship owners or ship agents who ignore not to comply with the regulations No. 9 to 13 which may cause to accidents or damage to the environment and properties of LCP as follow:

34.1 Ship owners or ship agents who ignore not to comply with regulations No. 9.3 and 9.4 of this announcement, LCP will impose a fine of Baht 50,000 (fifty thousand Baht) excluding VAT per vessel to ship owners or ship agents.

34.2 Cargo owners or their Customs brokers who ignore not to comply with regulations No. 9.1 and 9.2, LCP will impose a fine of Baht 10,000 (Ten thousand Baht) excluding VAT per one Customs formality.

34.3 In case of not affixing dangerous goods label at the side of the containers or if already labeled by cargo owners or their Customs brokers but found the labels are torn, damaged, LCP will re-affix the labels and cargo owners or their Customs brokers will have to pay a fine at Baht 1,000 (One thousand Baht) per label excluding VAT.

35. In case of any damages incurred due to non-compliance to this regulations by ship owners, ship agents, cargo owners or their Customs brokers, they will have to be fully responsible for such damages incurred to LCP or others who have also been damaged and LCP will consider not to provide further service.

36. Surcharge and service charges for dangerous goods are as follow:

36.1 Inward dangerous goods:

36.1.1 Fee for inspection and supervision for discharging at ship side for dangerous goods group no. 1 & 2 at Baht 670 (six hundred and seventy Baht) excluding VAT per box for every size and status.

36.1.2 Fee for inspection and supervision for receiving container at ship side and moved to dangerous goods warehouse for dangerous goods group no. 3 at Baht 1,500 (One thousand and five hundred Baht) excluding VAT per box for every size and status.

36.1.3 Fee for safety control and information system for dangerous goods group 3 at Baht 1,000 (One thousand Baht) excluding VAT per box for every size and status (Initially, the fee is at Baht 800 (eight hundred Baht) excluding VAT per box for every size and status for 12 months as from the effective date.

36.2 Outward dangerous goods:

36.2.1 Fee for inspection and supervision for discharging at ship side for dangerous goods group no. 1 & 2 at Baht 500 (five hundred Baht) excluding VAT per box for every size and status.

36.2.2 Fee for inspection and supervision for deliver container at ship side and moved from dangerous goods warehouse for dangerous goods group no. 3 at Baht 1,330 (One thousand three hundred and thirty Baht) excluding VAT per box for every size and status.

36.2.3 Fee for safety control and information system for dangerous goods group 3 at Baht 1,000 (One thousand Baht) excluding VAT per box for every size and status (Initially, the fee is at Baht 800 (eight

hundred Baht) excluding VAT per box for every size and status for 12 months as from the effective date.

In this respect:

The tariff for container charges of dangerous good at the terminal will be charged as per LCP tariff.

The tariff for lift on and lift off at dangerous goods warehouse will be charged as per LCP tariff.

37. Director of LCP will be in charge as per this announcement and has the power to announce regulations including making consideration and decision in case of any dispute incurred from the compliance of this announcement and are to be final prior reporting to the Director General of PAT

Announced on 20<sup>th</sup> February 2007 The above is with immediate effect.

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Table of Dangerous good group at LCP

Class	Dangerous good group		
	Group 1	Group 2	Group 3
1) Explosives		/	
2) Gases			
2.1 Flammable gases			/
2.2 Non flammable and non toxic gases			/
2.3 Toxic gases		/	
3) Flammable liquids			/
4) Solids			
4.1 Flammable solids			/
4.2 Substance liable to spontaneous combustion			/
4.3 Substances emit flammable gases			/

when wet

- 5). Oxidizing substances and organic peroxides
  - 5.1 Oxidizing substances /
  - 5.2 Organic peroxides substances /
- 6) Toxic and infectious substances
  - 6.1 Toxic /
  - 6.2 Infectious substances /
- 7) Radioactive material /
- 8) Corrosive substances /
- 9) Miscellaneous dangerous substance and articles /

Group 1: Not allowed to discharge/load at LCP except Cobolt-60  
and tantalum Glass.

Group 2: To discharge at ship side for direct delivery.

Group 3: To store at dangerous goods warehouse.