

Société de Gestion du Terminal à Conteneurs de Doraleh S.A

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Djibouti, December 22nd 2020

To: TO SHIPPING LINES, AGENTS, FORWARDERS REPRESENTATIVES

Subject: SGTD IMDG regulations update

Dear Valued Customers,

With regards to several notices communicated by the Harbor Master & Port Authority, which include the latest update on storage of different types of Dangerous Goods, the Terminal has faced numerous incidents of dangerous import cargo within its premises.

In relation to the storage of the dangerous cargo, on many occasions the Terminal has witnessed much cargo past its due storage period which has led to the leakage and/or emission of dangerous fumes because of a continuous exposure to harsh weather condition of our country which affect the cargo unfavorably.

It is worth noting that these incidents are placing the safety and welfare condition of our valuable employees to risk whilst endeavoring to minimizing the disruptions to our day-to-day operations.

SGTD would like to inform all clients that, as per the **INTERNATIONAL MARITIME DANGEROUS GOODS CODE**, we must take into account and abide by the changes instructed by the main designated national competent authorities which set the basic requirements and the strict respect of the amended rules for different types of dangerous goods within the terminal premises.

1. With effect of 1st January 2021, the IMDG rules for accepting containers at SGTD has been amended as follow:
 - a. IMDG cargo will be strictly under direct delivery basis for the ones specified in below.
 - b. IMDG cargo authorized under strict limited period, after which overstaying containers will be reloaded on next vessel of the concerned shipping line
 - c. IMDG cargo authorized under limited period where limited delay could be accepted against penalty of increased storage charges
2. IMDG classes and specific dangerous cargo products will be classified as per below. Changes will be notified to the Shipping lines & freight forwarders.
3. Where applicable, storage charges related to IMDG containers will be notified to the Shipping lines by SGTD directly
4. In case of overstaying containers under category 1.b. & 1.c. will be notified by SGTD for immediate action to reload on next vessel
5. All risk and damage to equipment and people is strictly the responsibility of the importing carrier. Directly to SGTD insofar landed within the terminal. The liability is extended at a higher level when it concerns instructions of the Harbor Master and/or National Authorities regarding safety and protection of the environment.

2nd Note:

In reference to note 1, advising the regulation of IMDG containers at SGT D, we hereby specify IMDG cargo per grouping.

1. IMDG cargo strictly on direct delivery basis.

Item	DANGEROUS CLASS	UN NUMBERS / CARGO
1	CLASS 1	(Explosives) (all UN numbers)
2	CLASS 2.1	(Flammable Gases UN 1057, Gas lighters)
3	CLASS 2.3	(Toxic Gases)
4	CLASS 3	(Flammable liquids with Flash Point below 23°C)
5	CLASS 4.1	(Flammable Solids (Self heating and Reactive Substances), UN 1944 Safety Matches)
6	CLASS 4.2	(Substance liable to spontaneous combustion)
7	CLASS 4.3	(Water-Reactive Substances (Liquid and Solid)
8	Class 5.1	(Oxidizing Agents: UN 1448 - Barium permanganate UN 1485 Potassium chlorate UN 1495 Sodium chlorate UN 1513 Zinc chlorate UN 1942 Ammonium nitrate UN 2067, UN 2071, Ammonium nitrate fertilizers UN 2880 Calcium hypochlorite)
9	Class 5.2	(Organic Peroxides)
10	Class 6.1	(UN 2994, Arsenical Pesticide, liquid, toxic and Toxic by Inhalation Substances)
11	Class 6.2	(Infectious substances: Generally, not allowed, special permission must be obtained from the Harbor Master and Department of DGPS)
12	Class 7	(Radioactive Material (transport license required): Only allowed at terminals authorized by the Harbor Master)
13	Class 8	(Corrosives UN 2031/UN2032, Nitric Acid)

If the Consignee or Freight forwarder Truck is not ready to pick the direct delivery container within the vessel working hours, and prior to the vessel operation completion, SGT D shall immediately load back the same container to the same vessel that has discharged this container.

The concerned persons or companies shall be bound by the obligations set in this notice.

SGT D shall neither negotiate, nor wait any further feedback or agreements from those persons.

Moreover, the shipping line, forwarders, agents and other persons or companies involved in such import container/s, shall absolutely not claim the resulting fees and charges to SGT D.

2. IMDG cargoes not included in the direct delivery category are authorized under strict limited period of 10 days only, after which overstaying containers will be reloaded on next vessel of the importing shipping line.
3. Prohibited IMDG cargoes in Transit to Yemen & Somalia.

Item	DANGEROUS CLASS	UN NUMBERS / CARGO
1	Class 4.3	(UN 1402)
2	Class 5.1	(UN 1942/2067/2071/2880)
3	Class 8	(all UN numbers)

3rd Note:

In reference to notes 1 & 2, first regarding regulation of IMDG cargo/containers at SGTD and second specifying the IMDG goods per class, we hereby confirm corresponding rates.

1. IMDG cargo authorized under strict limited period, after which overstaying containers will be reloaded on next vessel of the importing shipping line. In cases where the importing shipping line has not cleared IMDG goods under this category within the strict 10 days.
 - one-time penalty: USD 500 will be applicable
 - every day over 10 days till re-export: USD 100/day will be applicable
2. IMO cargoes authorized under limited period where some delay could be accepted against increased storage charges i.e. other than 1 and 2
 - Storage charges for containers less than 30 days: As per published SGTD tariff.
 - Storage charges for containers over 30 days: USD 50/day.

Note 4:

This note applies to all the above containers.

1. If, any container is found leaking, the shipping agent will be notified by the terminal and will take immediate corrective action within 48 hrs. i.e. cross stuffing, consignee clearing the cargo, loading back on the vessel within a set deadline.
2. All expenses related to ensure the safety of the persons, the terminal and the environment incurred by the terminal, the port authority or by third parties because of damages caused due to the spillage, leaking or fire of dangerous goods will be charged to the concerned shipping lines.

We thank you for all the interest that you will lend to the above amended regulations and kindly ensure compliance to help us serve you better.

Best regards,

Abdillahi Adaweh Sigad
Chief Executive Officer

