

## **IMO Containers**

The area for temporary stacking of dangerous goods containers is located within the terminal area and is composed by bays equipped with leakage control and treatment facilities and fire fighting plant.

The maximum geometric capacity of the area is 640 TEU, divided for IMO class, placed in such an order to have compatibility between near classes.

All IMO classes are accepted with the exception of IMO 1 (explosives), IMO 6.2 (infecting materials) and IMO 7 (radioactive materials).

When the shipping agents and forwarders who require them will have obtained all relevant authorizations by the competent authorities, dangerous goods containers can be received from the terminal as early as 5 days before the loading vessel arrival and stacked up to 5 days after the discharging vessel departure. For transshipment containers, the period between arrival of discharging vessel and departure of reloading vessel is 15 days.

As far as containers with goods classified IMO 1 (explosives), IMO 6.2 (infecting materials) and IMO 7 (radioactive materials) are concerned, the loading/discharging authorization must be required each time from the interested shipping agents and forwarders as for these classes only direct loading/discharging is allowed with immediate exit from the terminal area.

Goods classified IMO 1.4, compatibility group S, and recyclable materials are excluded from this limitation.

All dangerous goods containers to be loaded/discharged must be authorized in advance by the Harbour Master/Coast Guard.

As far as entry, stacking and exit of dangerous goods containers into/within/from the terminal are concerned, they have all to be authorized by the Genoa Port Authority according to GPA rule no. 4 of June 4<sup>th</sup>, 2001 "Rules about transit and stacking of dangerous goods in the Genoa Port";

Each dangerous goods container must be labelled on its four sides according to the class of goods within it, according to the "A.D.R. agreement and complementary rules about dangerous goods".

All containers stacked or in transit should be preferably accompanied by the MSDS (Material Data Safety Sheet) which will be given to the fire prevention company in order to have all information available for the prevention activities and the possible "first aid".

The VTE yard is guarded by the fire prevention integrative service according to the Harbour Master rule no. 61/2001 "Rules for the performance of integrative fire prevention service in the Port of Genoa", valid since May 1<sup>st</sup>, 2001 and is done by a company having all the required authorizations.