Bruk av dokumentasjon for levering og transport av farlig avfall og radioaktivt avfall

Side 2: Analyseskjema fra GOMO – Guidelines for Offshore Marine Operations
Side 3: Eksempel Mulitimodal dangerous goods form for transport av farlig gods

Kilde figur 1: Guidelines for Offshore Marine Operations (GOMO)
Kilde figur 2: www.imo.org

GOMO APPENDIX 10 - F

CARRIAGE OF OIL CONTAMINATED CARGOES ON OFFSHORE SUPPORT VESSELS

ANNEX 10 - F - 2 (ANALYSIS FORM)

TO BE COMPLETED AND PROVIDED TO OSV MASTER PRIOR TO BACK LOADING			
Sample Description		Sample Reference	
Vessel		Date	
Offshore Asset		Producer	
Well Name & Number		Waste Company	
Total Number of Barrels		Waste Note Number	

WASTE COMPONENTS			
Component Name	**Concentration**	**Units**	**MSDS Available**
		% Volume	
		% Volume	
		% Volume	
		% Volume	
		% Volume	
		% Volume	
		% Volume	

LABORATORY ANALYSIS RESULTS				
Test	**Method**	**Units**	**Results**	**Range of Results / Guidance**
Salinity (Chloride)	Titration	mg / l		
Flash Point	Closed Cup Flashpoint	ºC		Must be **>60ºC** to backload If flashpoint is low (**<70ºC**) then explanation should be provided
Gas Test (H_2S)	Gas Meter	ppm		**Must be zero** Indication of bacterial activity
Gas Test (LEL)		%		**<25%**, ideally zero. Meter alarm typically set to 10 ~ 20% LEL. Should be consistent with flashpoint
Gas Test (Oxygen)		%		
pH	pH Meter			4 ~ 11 is acceptable range for OSV tank coatings. **MUST** be 9.5 ~ 10.5 to keep any H_2S in solution
Water	Retort	% Volume		
Oil Content	Retort	% Volume		Confirm retort report agrees with Appendix 10 – F, Section 4 components and waste consignment note.
Solids	Retort	% Volume		Confirm retort report agrees with Appendix 10 – F, Section 4 components and waste consignment note.
Bulk Specific Gravity		S.G.		**<2.5** If >2.5 seek further guidance on vessel capability
Appearance				
Odour				
Date and Time of Analysis				

CONCLUSIONS

1.

Analysis to be conducted by person competent to do so	Comments (Yes / No / Details)
This liquid has been analysed as per GOMO Appendix 10 - F and it is my opinion that it is safe for carriage in a standard clean OSV bulk tank	
This liquid has been analysed as per GOMO Appendix 10 - F and will be loaded into a tank with residues / existing cargo. Compatibility has been risk assessed and found to be safe for carriage.	
H_2S Avoidance	
Details of mandatory wet bulk waste treatment with biocide (chemical / quantity)	
Details of wet bulk waste treatment in order to produce pH of between 9.5 and 10.5 (chemical / quantity)	
Has waste handling facility been informed of volume and ETA onshore? (Yes / No)	
Does the waste handling facility have the capability to take off the waste at the first port call (Yes / No)	

	Name	Signature		Date
Analyst				
Operations Representative				

MULTIMODAL DANGEROUS GOODS FORM

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, chapter VII, regulation 4; MARPOL 73/78, Annex III, regulation 4

1 Shipper/Consignor/Sender		2 Transport document number		
		3 Page 1 of Pages	4 Shipper's reference	
			5 Freight Forwarder's reference	
6 Consignee		7 Carrier (to be completed by the carrier)		
		SHIPPER'S DECLARATION I hereby declare that the contents of this consignment are fully and accurately described below by the Proper Shipping Name, and are classified, packaged, marked and labelled/placarded and are in all respects in proper condition for transport according to the applicable international and national governmental regulations.		
8 This shipment is within the limitations prescribed for: (Delete non-applicable)		9 Additional handling information		
PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY			
10 Vessel/flight no. and date	11 Port/place of loading			
12 Port/place of discharge	13 Destination			
14 Shipping marks	*Number and kind of packages; description of goods	Gross mass (kg)	Net mass (kg)	Cube (m^3)
15 Container identification No./ vehicle registration No.	16 Seal number(s)	17 Container/vehicle size & type	18 Tare mass (kg)	19 Total gross mass (including tare) (kg)
CONTAINER/VEHICLE PACKING CERTIFICATE I hereby declare that the goods described above have been packed/ loaded into the container/vehicle identified above in accordance with the applicable provisions. † **MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING.**		21 RECEIVING ORGANISATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition unless stated hereon: RECEIVING ORGANISATION REMARKS:		
20 Name of company		Haulier's name		22 Name of company (OF SHIPPER PREPARING THIS NOTE)
Name/Status of declarant		Vehicle reg. no. Signature and date		Name/status of declarant
Place and date				Place and date
Signature of declarant		DRIVER'S SIGNATURE		Signature of declarant

***DANGEROUS GOODS**

You must specify: Proper Shipping Name, hazard class, UN No., packing group, (where assigned) marine pollutant and observe the mandatory requirements under applicable national and international governmental regulations. For the purposes of the IMDG Code see 5.4.1.4

†For the purposes of the IMDG Code, see 5.4.2

Documentary Aspects of the International Transport of Dangerous Goods

Container/Vehicle Packing Certificate

The signature given overleaf in Box 20 must be that of the person controlling the container/vehicle operation.

It is certified that:

The container/vehicle was clean, dry and apparently fit to receive the goods.

If the consignments include goods of class 1, other than division 1.4, the container is structurally serviceable.

No incompatible goods have been packed into the container/vehicle unless specially authorised by the Competent Authority.

All packages have been externally inspected for damage and only sound packages packed.

Drums have been stowed in an upright position, unless otherwise authorised by the Competent Authority.

All packages have been properly packed and secured in the container/vehicle.

When materials are transported in bulk packagings the cargo has been evenly distributed in the container/vehicle.

The packages and the container/vehicle have been properly marked, labelled and placarded. Any irrelevant mark, labels and placards have been removed.

When solid carbon dioxide (CO_2 - dry ice) is used for cooling purposes, the vehicle or freight container is externally marked or labelled in a conspicuous place, e.g. at the door end, with the words: DANGEROUS CO_2 GAS (DRY ICE) INSIDE - VENTILATE THOROUGHLY BEFORE ENTERING.

When this Dangerous Goods Form is used as a container/vehicle packing certificate only, not a combined document, a dangerous goods declaration signed by the shipper or supplier must have been issued/received to cover each dangerous goods consignment packed in the container.

Note: The container packing certificate is not required for tanks

1 Shipper/Consignor/Sender	2 Transport document number	
	3 Page of Pages	4 Shipper's reference
		5 Freight Forwarder's reference

14 Shipping marks	* Number and kind of packages; description of goods	Gross mass (kg)	Net mass (kg)	Cube (m^3)