

EXIS

TECHNOLOGIES



The Dangerous Goods shipping process and Hazcheck Portal



The alliance dangerous goods shipping process

A shipper makes a provisional DG booking



The alliance dangerous goods shipping process

Which is routed to the HAZDESK for checking and acceptance



The alliance dangerous goods shipping process

The HAZDESK must take account of the overall ship stow and vessel restrictions:

- Own vessel
- Charter vessel
- Vessel Sharing Agreement (VSA)

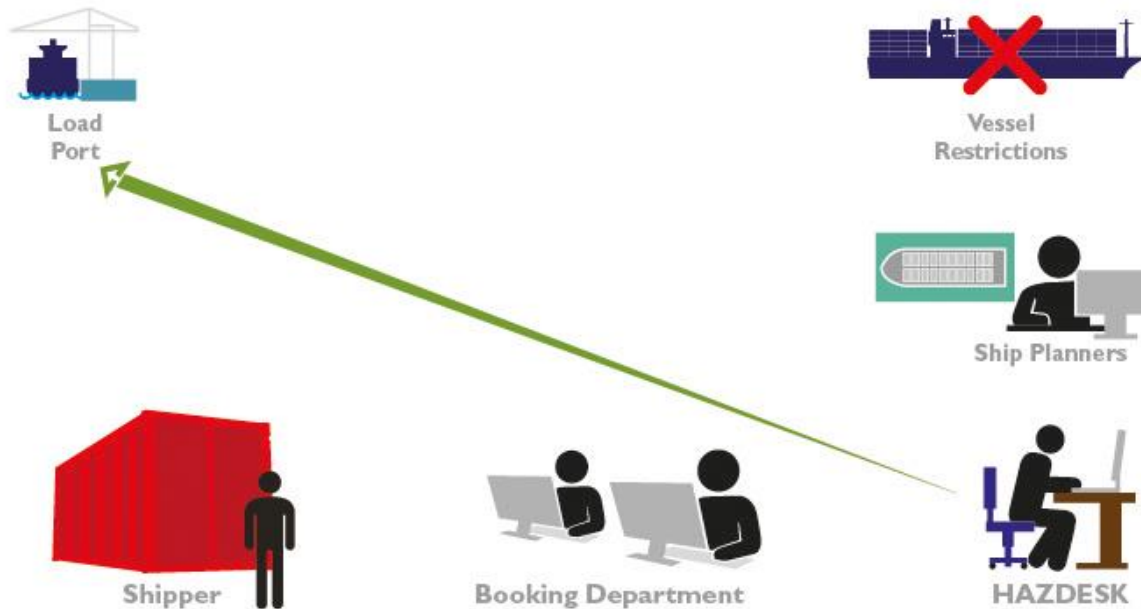


Port restrictions

Type of restriction	Transit	Transhipment	Discharge
<i>Prohibition</i>	Certain UN number(s) or class(s) may be prohibited	Certain UN number(s) or class(s) may be prohibited	Certain UN number(s) or class(s) may be prohibited
<i>Restriction</i>	Quantity limit for a specific class or UN number (example Singapore)	Quantity limit for a specific class or UN number or limit of stay for transhipment	Quantity limit for a specific class or UN number or direct delivery
<i>Additional requirements</i>	May require certificate of analysis or lab report for a specific cargo e.g. Ammonium Nitrate	May require certificate of analysis or lab report for a specific cargo	May require certificate of analysis or lab report for a specific cargo

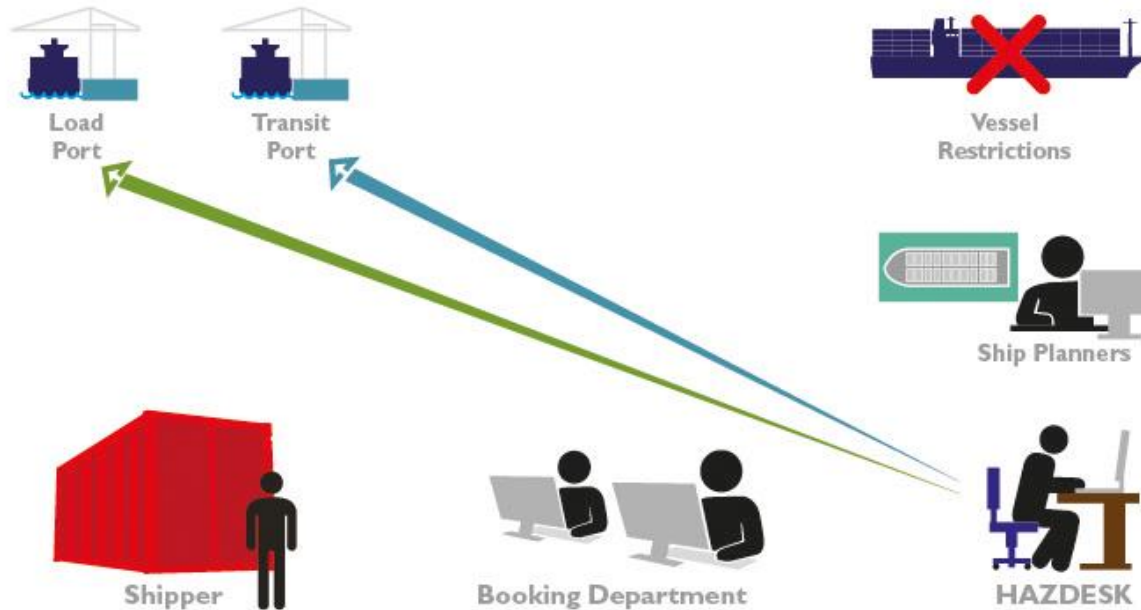
The alliance dangerous goods shipping process

Next the consignment must be checked against port restrictions en-route, and port restrictions are a big factor – load port, transit port, trans-shipment port and discharge port must all be checked!



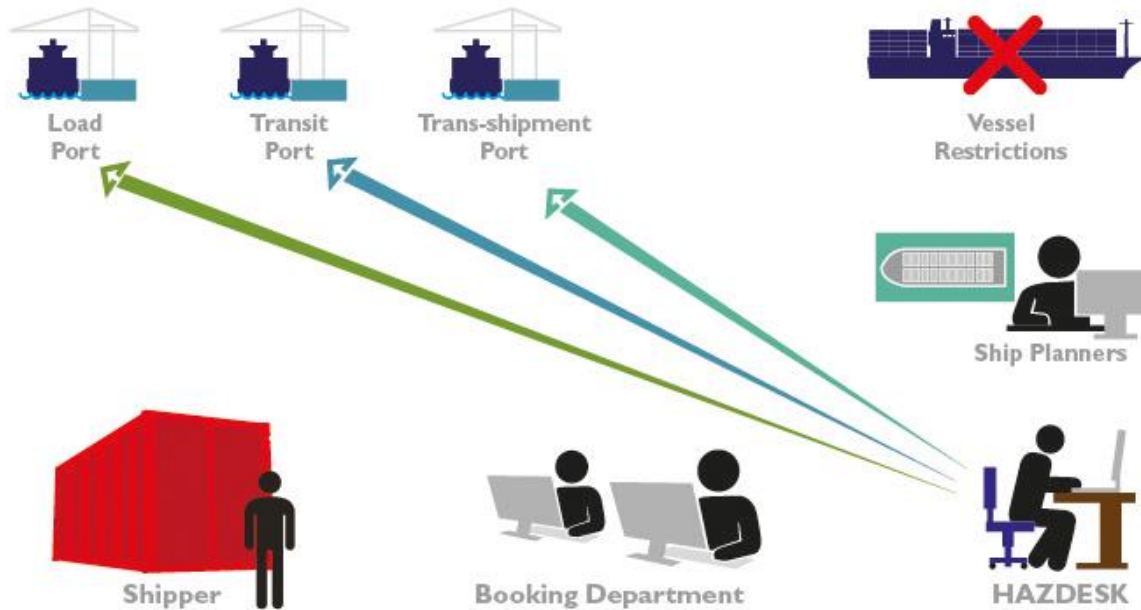
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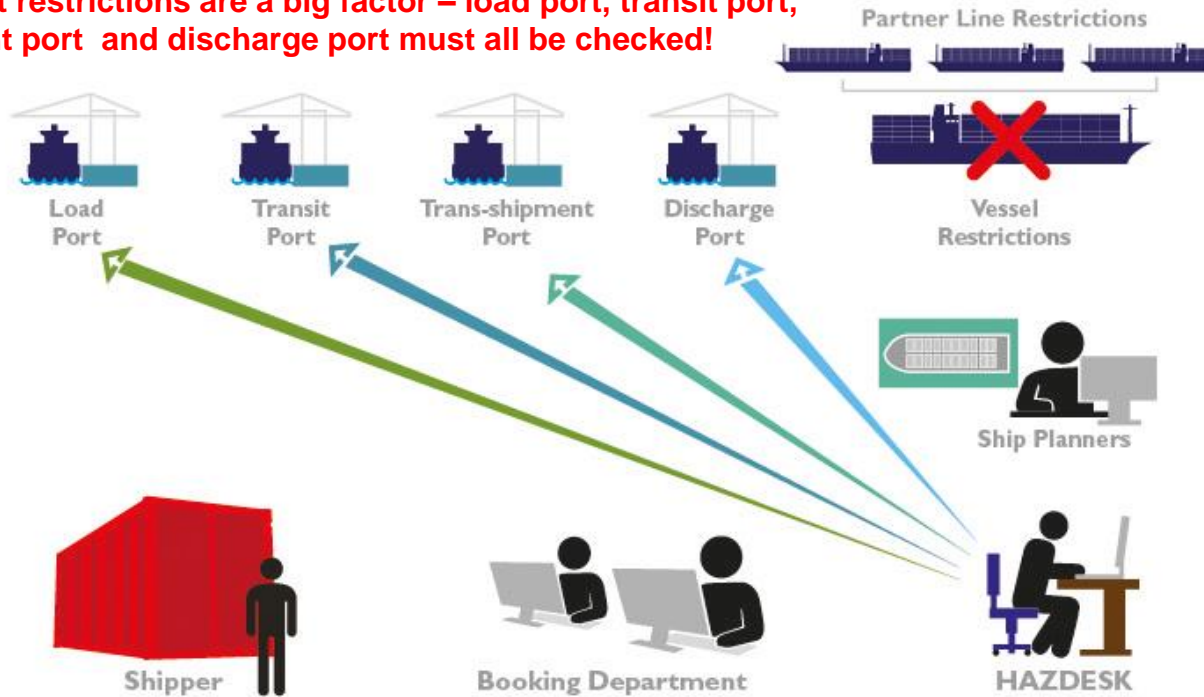
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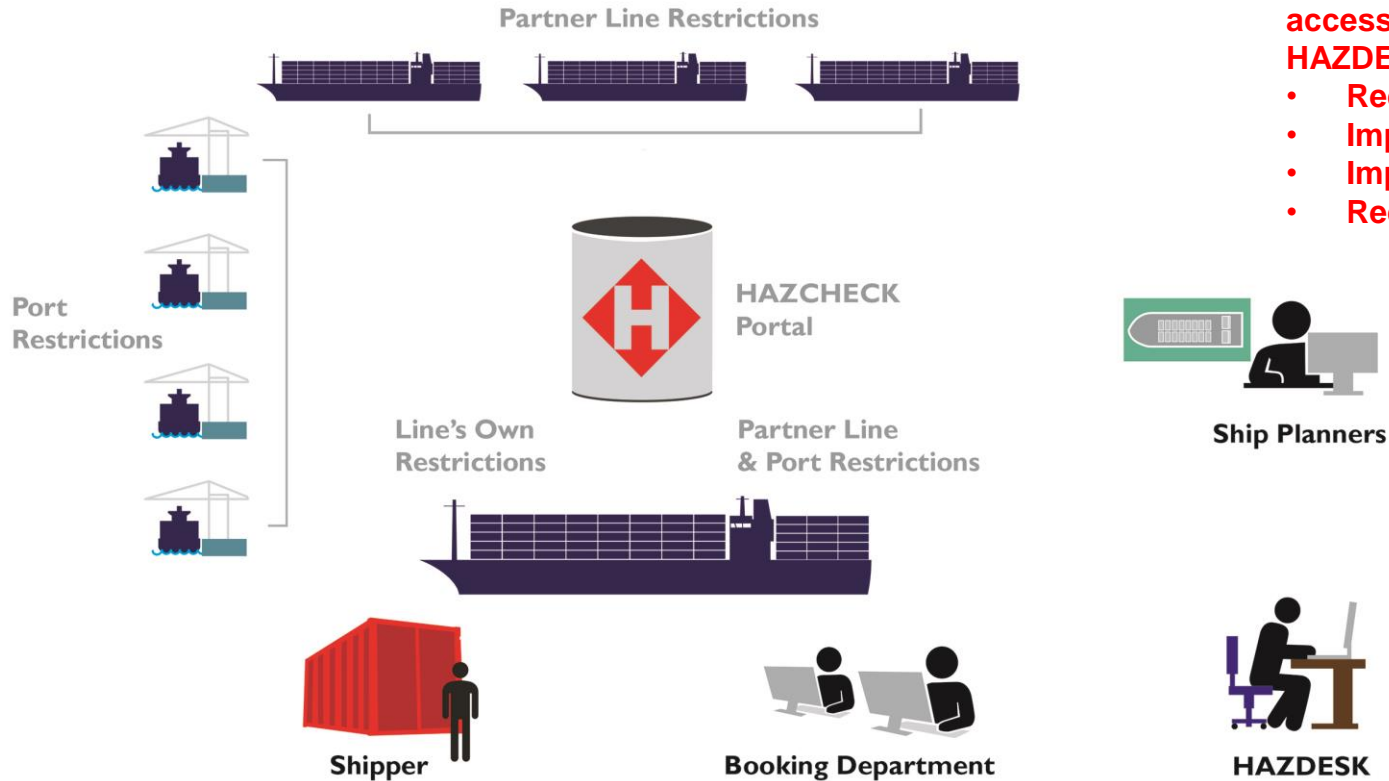
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<http://hazcheck.existec.com/hazcheck-systems/imdg-coded-variant-list.aspx>

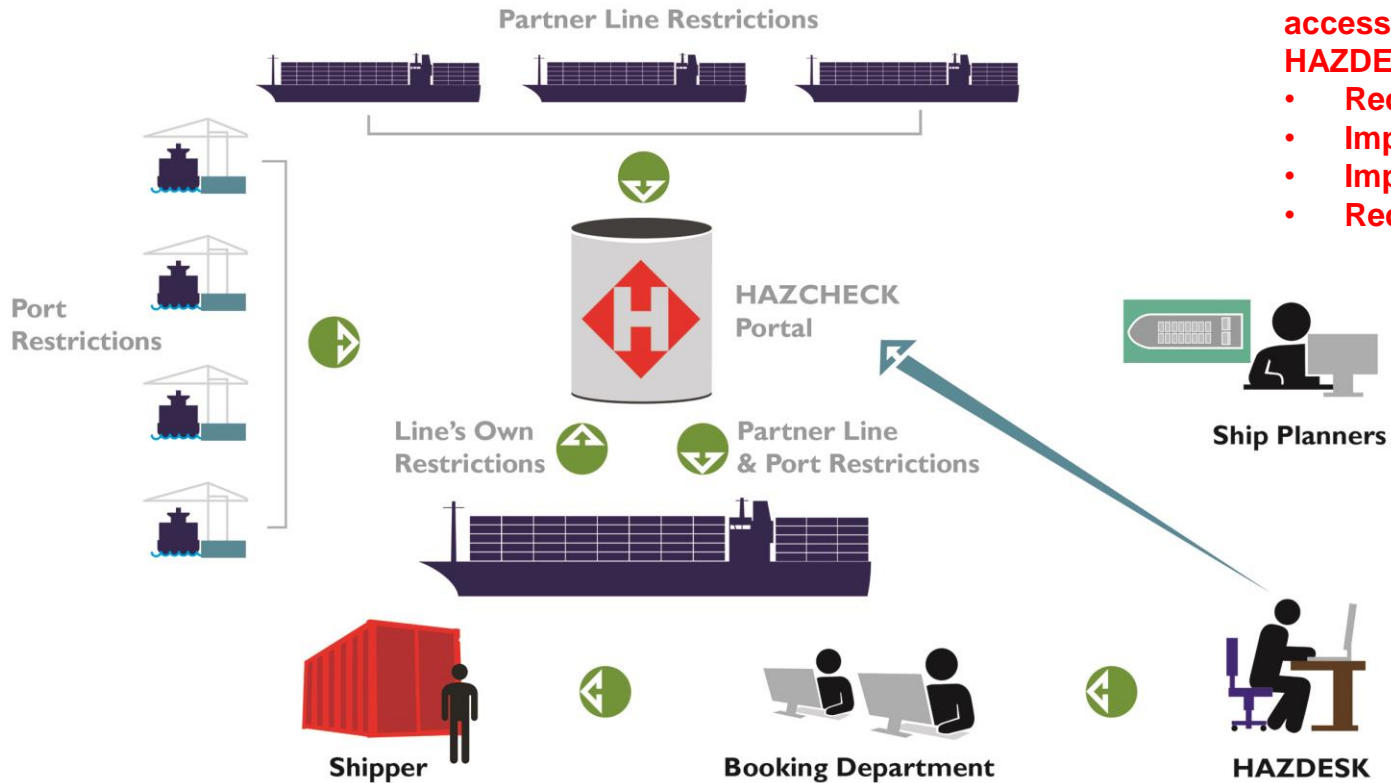
A new initiative



If all the partner line and port information were in one accessible resource, the HAZDESK could access it and:

- Reduce acceptance delays
- Improve compliance
- Improve customer service
- Reduce processing costs

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