

## TERMINALS & TELEPHONE/FAX NUMBERS

DUKE POINT .....	(250) 722-0181
.....	(250) 722-3260
HORSESHOE BAY.....	(604) 921-7414
.....	(604) 921-7238
LANGDALE .....	(604) 886-2242
.....	(604) 886-7468
LITTLE RIVER.....	(250) 890-7808
.....	(250) 339-1046
LONG HARBOUR .....	(250) 537-5313
.....	(250) 537-2895
DEPARTURE BAY.....	(250) 753-1261
.....	(250) 754-3421
PRINCE RUPERT .....	(250) 624-9627
.....	(250) 627-8448
SKIDEGATE .....	(250) 559-4485
.....	(250) 559-8204
SWARTZ BAY .....	(250) 656-5571
.....	(250) 655-3183
TSAWWASSEN .....	(604) 943-9331
.....	(604) 943-3028



### SAFETY

1321 Blanshard Street, Suite 500  
Victoria, BC V8W 0B7

Telephone: (250) 978-1152

Fax: (250) 386-1652

Email: dg.bcf@bcferries.com

[www.bcferrries.com/travel\\_planning](http://www.bcferrries.com/travel_planning)

JANUARY 2020



## DANGEROUS GOODS

### *Information For Commercial Operators*



The Federal government has recognized the need for extra care with transporting certain products, and in 1985 enacted the Transportation of Dangerous Goods (TDG) Act with the objective of promoting public safety.

Through its many regulations, the TDG Act imposes on individuals having custody of dangerous goods, the legal obligation to ensure that the goods are safely and securely packaged and transported, and that they are identifiable through approved labelling.

There are more than 3,600 dangerous goods listed in the Act, and the regulations that govern them are often quite complex. In the hope of simplifying the process, we have provided a few brief notes concerning dangerous goods.

If you have a question, please call the terminal of departure for more information.

Remember, the driver of the vehicle must declare all dangerous goods at the terminal via the ticket booth, a terminal attendant or a vessel officer (depending on your terminal of departure).

Failure to declare dangerous goods is an offence under Canadian law.

### Check-in Time & Process

- Vehicle must be at the terminal of departure
  - **45 minutes** prior to sailing time at **Major Terminals**, and
  - **30 minutes** prior to sailing time at **Minor Terminals**

or passage could be delayed until the next sailing.

- Driver of the vehicle must **declare all dangerous goods** prior to purchase of ticket
- **Northern Terminals:** Prince Rupert, Port Hardy, Skidegate — customers are required to check with the terminal for specific time-limits, due to the unique reservation requirements in that area.

- **Pre-arranged Clearance:** You may get pre-approval for your cargo and documentation by faxing your DG shipping document to the terminal of departure **24 hours** in advance of travel.

### Reservations

It is recommended that operators of commercial vehicles (GVW over 5500 kg) make reservations on the sailing of their choice.

- Phone toll-free 1-888-223-3779 (0 for operator)
- Outside BC, call 1-250-386-3431 (0 for operator)
- You may fax your request to 1-800-223-5288
- Outside BC, fax to 1-250-381-5452.

### Documentation

- Driver carrying Dangerous Goods that are regulated must present a **Dangerous Goods Shipping Document** for inspection. All relevant dangerous goods information i.e. UN number, shipping name, etc. must be included
  - A generic **Dangerous Goods Shipping Document** is available on our website ([www.bcferrries.com](http://www.bcferrries.com)) under Travel Planning for those shippers who do not have one.
- All carriers transporting Dangerous Goods (DG) must ensure that the transport vehicle has the appropriate **safety markings** and that their Dangerous Goods documentation is accurate
- All marine pollutants and flash points of **Class 3 flammable products** must be indicated in the shipping document

### Contact Information

- For all inquiries about the transportation of dangerous goods, contact the Terminal Manager at the terminal of departure.
- If the above information does not answer your concerns and you have difficulty reaching the terminals, please email your concerns to us to [dg.bcf@bcferries.com](mailto:dg.bcf@bcferries.com) and we will respond to you as soon as we can.

You can also phone our head office at 250-978-1152 or send a fax to 250-386-1652.

## DEFINITIONS OF CERTAIN DANGEROUS GOODS TERMS

### CLEANED & PURGED:

This is a process whereby a means of containment having any residue, is neutralized. TDG does not require a gas-free certificate; however, in the interest of safety, British Columbia Ferry Services Inc. (BCFS) requires that such a notation is made on the document by the person in charge of the container.

### CONTAINERS

- **Large Containers:** Containers with a capacity greater than 450L (99 gallons); also called Large Means of Containment.
- **Small Containers:** Containers with a capacity of less than or equal to 450L (99 gallons); also called Small Means of Containment.
- **Empty:** Although they may be “empty”, drums, tanks, or other containers which once contained dangerous goods (usually flammable liquids), are still considered to be dangerous, and are therefore subject to the Regulations. They cannot be carried on our ships until they have been cleaned or purged and declared as being free of all residue, so that no danger remains. See “Cleaned & Purged”.

### DECLARATION:

Drivers of vehicles transporting dangerous goods are required to declare their dangerous goods prior to purchasing a ticket. Failure to declare dangerous goods is an offence under Canadian law.

### ELS:

ELS means a Permit for **Equivalent Level of Safety** issued by Transport Canada, TDG Directorate, Ottawa.

### FLAMMABLE LIQUIDS:

Shipping documents for all Class 3 flammable liquids, when transported in the marine mode, must reflect the **flash point** of the product. For limits, contact the terminal of departure.

- **FLASH POINT:** The temperature at which a liquid gives off vapour sufficient to form an ignitable mixture with air near the surface of the liquid is known as “flash point”. At BC Ferries, we carry certain flammable products, but it is essential that the flash point is included in the shipping document.

### FUEL OILS:

BCFS permits the transport of certain selected fuel oils in tank truck quantities provided the flash point of these selected products is not less than 37.8°C. These selected fuel oils are: UN 1202, UN 1223, UN 1267, UN 1268, UN 1300 and UN 1863. Documentation stating the flash point is a requirement.

### GASES:

Most compressed gases and some liquefied gases are acceptable for carriage on BC Ferries. Cylinders must be properly secured within the vehicle so as to prevent damage to the means of containment or the transport unit.

### HAY:

When transported in the marine mode, hay is considered a dangerous good and must be shipped as Hay, Straw or Bhusa, under UN 1327. Hay must be protected from random ignition by being completely covered. **Documentation is required for all shipments of more than 5 bales** of hay.

### LIMITED QUANTITY/CONSUMER COMMODITY:

This provision applies to products intended for industrial consumers, shipped by a common carrier, and packaged in small sizes. Products shipped in **Limited Quantities** are exempt from some of the requirements of TDG and the Canada Shipping Act, provided it meets certain conditions. For further information on acceptable Limited Quantity sizes, please contact the terminal of departure.

### MARINE POLLUTANT:

Marine pollutants are products that, due to their nature, are hazardous to aquatic or human life, or have a high toxicity to aquatic life. Marine pollutants must be identified on all shipping documents.

### MSDS:

An MSDS (Material Safety Data Sheet) is the information bulletin required to be prepared by every manufacturer of every product. In addition to identifying the technical properties and characteristics of the product, most importantly it contains safety, first aid, and emergency response data.

### PAINT:

Paint and paint-related products which are flammable are regulated for shipment in the marine mode. Check with the terminal of departure for details of flash points and limits. Latex or water-based paint is not subject to the regulations.

### PROPANE:

Propane is prohibited on all passenger vessels except as indicated in the DG Shipping Regulations and TDG Clear Language Regulations. For details, please contact the terminal of departure.

### SAFETY MARKS:

BCFS requires that labels and placards are displayed as per TDG Regulations.

### SERVICE VEHICLES:

A short list of vehicles that might be considered service vehicles would include: welding, refrigeration, plumbing, or any other vehicle having a service repair function. Unlike in the road mode, service vehicles when travelling in the marine mode, are required to present a shipping document for dangerous goods. Phone the terminal of departure for details on limits.

### SHIPPING DOCUMENT:

A Shipping Document is also known as a manifest, waybill, bill of lading, or declaration. When dangerous goods are carried in a shipment, or as part of a shipment, the information as specified in Part IV of the TDG Regulations must be included in this document.

No shipping document? A generic dangerous goods shipping document can be downloaded or printed from the BC Ferries' website at: [www.bcferrries.com/travel\\_planning](http://www.bcferrries.com/travel_planning).

### TIDY TANK:

This is a trade name for what the regulations call a “small container” with a capacity of not more than 450L (90 gallons). It is designed to fit in the back of a pick-up or other small truck, and it is usually used to transport fuel; they may or may not be permitted. Only Diesel is permitted in tidy tanks on board our vessels.

### TRAINING:

BC Ferries require that all commercial drivers who handle, offer for transport or transport dangerous goods be adequately trained, and carry on their person, a certificate issued by their employer.

Commercial drivers may be asked to show their certificate at terminal and failure to produce the required certificate may result in not being allowed to transport their Dangerous Goods on that sailing.

Note that a certificate is valid only for 3 years.

### WASTE:

Waste is any product or substance that is no longer used for the original purpose and that is recyclable material or intended for treatment or disposal. The product may or may not be a dangerous good. Check with the terminal of departure for detail.

