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RIDGEWAY INTERNATIONAL LIMITED - GUIDE TO STOWAGE AND QUARANTINE REQUIREMENTS FOR ISO CONTAINERS OF CLASS 1, EXPLOSIVES MOVING FROM EUROPE AND AMERICA TO AUSTRALIA

SAFETY

Any Explosive moving to Australia by Sea in ISO Shipping Containers (Twenty Foot, (TEU) or Forty Foot (FEU)) must comply with the regulations stated in the IMDG Code, this information is also incorporated in the US 49 CFR Rules.

Both Europe and America permit Containers complying with the IMDG rules to carry out an Inland journey in the same configuration, this also meets the safety regime up to on board a vessel in an Australian Port.

QUARANTINE

The Australian Quarantine and Inspection Service (AQIS) may check every shipping container once in Australia to ensure there is no infestation, and will require that all timber products are treated by a recognised method.

Non Hazardous containers can be Fumigated in any Australian Port. However, containers carrying Class 1 may not be fumigated because of Port Explosive restrictions.

The best way to achieve a trouble free import into Australia, and to comply with AQIS, is to ensure that all timber products in side the container, to include Pallets, Boxes and Securing Timber is treated to the ISPM 15 standard and marked accordingly. Examples of the required Packing Declaration are attached to this document. The Declaration must be on Supplier's Headed Paper and must state clearly the container number(s) to which it refers, be signed, with name printed and the declaration dated. These forms are available in word on http://www.daff.gov.au/aqis/import/cargo/aspects-procedures

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If the use of ISPM 15 treated timber is not possible, then the only alternative is to completely fumigate the container once loaded, information on acceptable methods can be found on the AQIS website. http://www.daff.gov.au/aqis/import/cargo/aspects-procedures

CONTAINER PACKING AND LINING REQUIREMENTS FOR CONTAINERS OF CLASS 1 THAT ARE TO BE CARRIED ON THE ROADS OR RAIL IN AUSTRALIA

The Australian Explosives Code (AEC) requires that ISO containers carrying Class 1 on the Road or Railway in Australia are to be lined on the side and ends walls with Plywood (12mm). In addition, the Plywood must be battened on the back with 25mm ISPM 15 treated timber.

Please note that Plywood newly manufactured in the United Kingdom, Europe or the USA, is acceptable without additional treatment (per AQIS Regulation). If Chipboard or other similar acceptable Board product is used as an alternative to Plywood, then the minimum thickness rises from 12mm to 17mm.

The acceptable requirement is that the Battens are attached to the Plywood (or other acceptable board product) at the top, middle and bottom by either screws, nails (non-ferrous with the nail heads punched in clear of the Plywood surface) or by bonding (glue) Diagrams A and A1 refer.

Whichever way the Plywood is used in the container the positioning of the battens should be that they run along the length of the container, parallel with the floor and ceiling, maintaining the 25mm gap between the sheet and the container side.

The regulation requires that the Battened Plywood sheets extend at least 300mm above the top of the cargo on all side (Diagram B). If the 300mm cannot be achieved because of the cargo stacking height then a Plywood Ceiling needs to be introduced. Approved methods of securing this ceiling are indicated in Diagrams C and D.

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There must always be a gap at the top of the stowed cargo to allow the Australian Inspectors the ability to view the top of the cargo with the container doors open. It is suggested in this instance therefore that the Plywood lining and the ceiling are introduced progressively as the cargo is loaded.

Should you decide to construct a floor to ceiling fixing of Plywood at the door end, you must allow an inspection window to facilitate viewing by the Inspector. Please be aware, that for loaded containers of Class 1 being on moved by Road or Rail in Australia, these requirements will be checked for completeness by an Inspector.

Enclosures:

2 x Pages of Diagrams
2 x Pages of Extract from The Australian Explosive Regulations
Example of an Acceptable ISPM 15 Packing Declaration for FCL and LCL Containers, (*please ensure the detailed information is copied onto suppliers Headed Paper)*

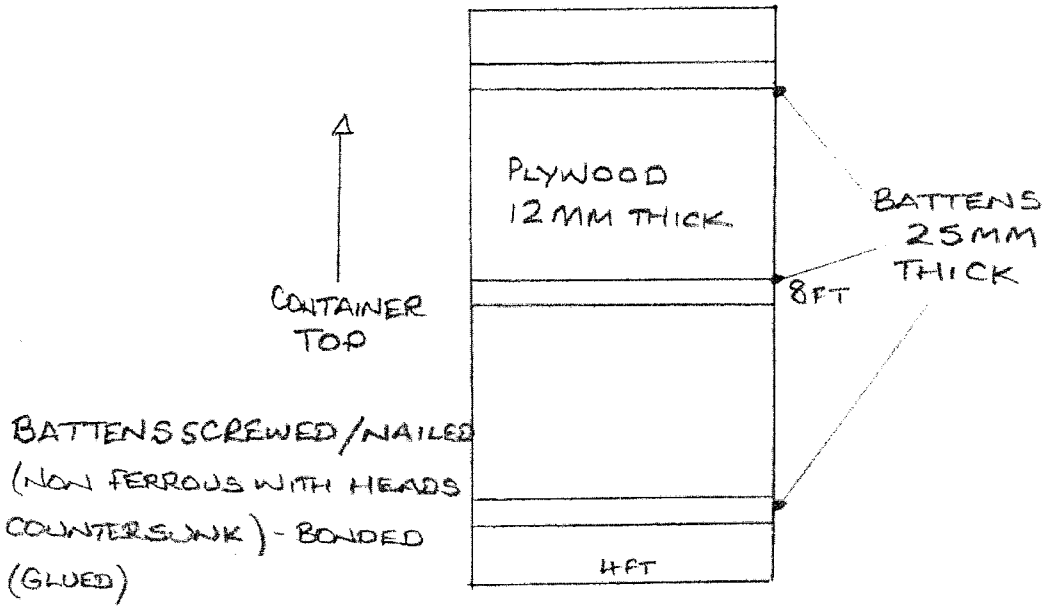


DIAGRAM A

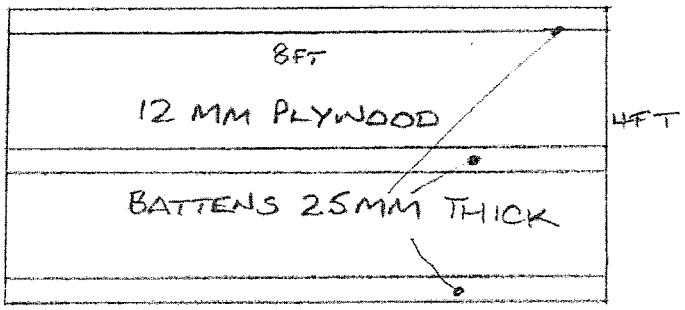


DIAGRAM A1

IF PLYWOOD SHEET IS PUT IN CONTAINER LONG SIDE VERTICAL THEN BATTENS RUN ACROSS THE 4FT LENGTH.

BATTENS AND ALL TIMBER MUST BE TREATED TO AQIS STANDARDS

A PLYWOOD TOP COVER INSIDE CONTAINER IF CARGO IS WITHIN 300MM OF ROOF

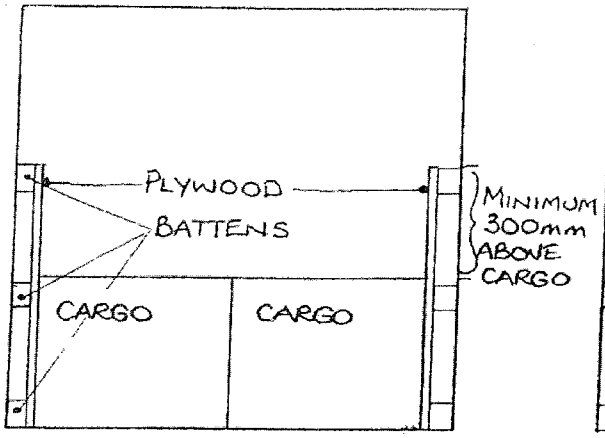


DIAGRAM B

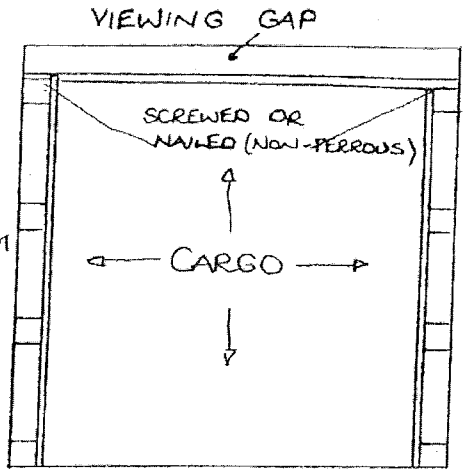
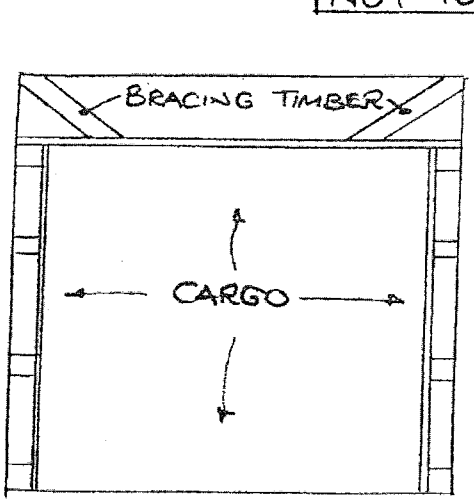
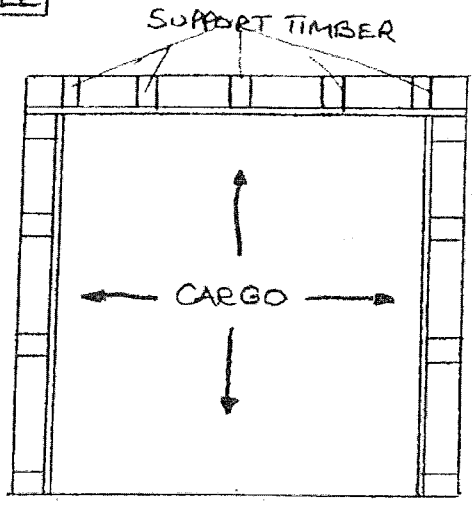


DIAGRAM C

NOT TO SCALE





DIAGRAMS D

(3) Freight containers, other than for import or export purposes, used as carry boxes for the transport of explosives within Australia shall comply with the requirements of 6.2 and AS/NZS 3711.

(4) The above requirements do not apply to Commonwealth Explosives when transported under the provisions of the Commonwealth Explosives Regulations.

6.3 Requirements for Freight Containers (Import and Export)

(1) Freight containers shall comply with the following requirements:

(a) the container shall be a non-ventilated ISO general purpose metal freight container;

(b) the container shall comply with the International Convention for Safe Containers (CSC) 1972, as amended, and bear a current CSC approval plate, or be of an equivalent standard;

(c) the container shall bear the owner's mark and serial number;

(d) there shall be only one opening to the container and each door section to the opening shall be provided with two locking bars;

(e) the container shall be capable of being locked;

(f) door hinges and fittings shall not be seized, twisted, broken, missing or otherwise inoperative;

(g) all gaskets and seals shall be effective for their designed purpose;

(h) the side and end walls and doors shall be weather tight;

(i) the container shall not have dents or bends greater than 20mm in depth, nor any cracks or breaks, in its structural components (such as side and end rails, door sills and headers, floor cross members, corner posts and fittings);

(j) the container shall not be distorted in any way which is sufficient to prevent proper alignment of handling equipment or mounting and securing equipment on the vehicle;

(k) there shall be no significant deterioration (such as corrosion holes in metal surfaces) of any component of the container;

(l) the inner surface shall be free from rust or scale;

(m) the inner surface of the container shall be clean, in good condition, and free of any defects or projections likely to cause damage to packages during transport;

(n) except where (o) applies the inside of the side and end walls, floor and doors of the container shall be close lined with either –

(i) bond plywood not less than 12mm thick of type B quality to AS2271;

(ii) other timber not less than 17mm thick; or

(iii) aluminium sheet not less than 0.8mm thick;

extending at least 300mm above the load. The lining shall be positioned adjacent to the walls of the container so as to provide a gap of at least 25mm measured from the line of the inner surface of the container.

Note: (1) These requirements may be in addition to the requirements of the IMDG Code.

(2) The IMDG Code requires the top of the load to be at least 300mm away from the roof of the container

(o) the lining specified in (n) is not required where:

(i) all of the explosives in the container are in packagings having substantial wooden outside surfaces; or

(ii) all the explosives are of Blasting Type E (UN0241, UN0332), in which case non-lined steel containers may be used;

(p) for free-flowing powdery explosives of Classification Codes 1.1C, 1.1D, 1.1G, 1.3C and 1.3G and fireworks of Classification Codes 1.1G, 1.2G and 1.3G, the floor of the freight container shall have a non-metallic surface or covering; and

(q) the floor of the container shall be in a sound condition, be sift proof and free from cracks.

Note: The IMDG Code requires the floor of the container to be constructed of wood, close boarded or arranged so that the goods are stowed on sparred gratings, wooden pallets or dunnage.

(2) The following provisions apply within the limits of a port in addition to the requirements of (1) above:

(a) any tine pockets on the container shall be rendered inoperative; and

(b) under certain stowage conditions aboard ship, the floor of the container shall be protected by non-metallic pallets, or with 75mm x 50mm wooden cross bearers spaced not more than 300mm apart, such bearers supporting 150mm x 25mm timber boards (spaced not more than 75mm apart) or general purpose quality plywood (consult the Australian Maritime Safety Authority (AMSA) for application of this requirement).

Note: The above dimensional requirements are minimal

6.4 Requirements for Vehicles

6.4.1 General Requirements for all Vehicles

All vehicles used to transport explosives shall comply with the following requirements:

(a) the vehicle shall be in sound mechanical condition and repair, and

(i) in the case of a road vehicle, be roadworthy, or

(ii) in the case of a rail vehicle, be fit for its purpose and fully maintained in accordance with the 'Australian and New Zealand Railways Manual of Standards and Recommended Practices for Rolling Stock';

(b) any interior surface of the vehicle in contact with the explosives (as packed) shall be clean, in good condition, and free of any defects or projections likely to cause damage to packages during transport;

(c) all load securing devices shall be in good condition and effective for their designed purposes; and

(d) the method of attachment of carry boxes, enclosed vehicle bodies or freight containers shall be such, that when loaded, it is capable of withstanding a horizontal force of 2g.