



Minutes of the PROTECT meeting # 26

Location: Hamburg, DAKOSY, Mattentwiete 2.

Date: 1-2 October 2014

1. Opening by Chairman

Stephan welcomes the participants on behalf of DAKOSY. The chairman opened the meeting at 14:00 and welcomes Niels Postma of the port of Amsterdam. All participants introduce themselves.

Herman recapitulates the agenda and the issues at hand.

2. Minutes of previous meeting

The minutes of meeting # 25 of May 2014 were presented. There are no remarks and the minutes are adopted.

3. Action points of # 26 (item 11 of the minutes)

1. See item 10 of the agenda
2. This item is closed.
3. See item 5 of the agenda
4. This item is closed
5. This item is closed
6. See item 6 of the agenda
7. See item 9 of the agenda
8. See item 11 of the agenda
9. See item 12 of the agenda

4. Feedback IMO FAL 39

Jerome reports about this meeting, which took place in week 23-25/9. See also the FAL documents on the PROTECT website.

Question: Since IMO seems to have lost their EDI expertise perhaps PROTECT should undertake the maintenance of the IMO messages (if they let us). This issue is to be discussed in next meeting.



5. Issues around the use of reference databases, e.g. CHR D

Raymond presents the current view on the CHR D (Common Hazardous Reference Database). See his presentation on the website. Question: What to suggest to EMSA?

Stephan asks which code system to use to split the UN number. The Exis proposal perhaps?

Note: In the new BAPLIE 3.0 the Exis variants code system will be used, as decided by BAPLIE working group of SMDG, including HL and HSUD. See the SMDG website for a reference to the Exis codes.

6. Position of DG MOVE regarding the Reporting Once principle

Raymonds presents this topic and refers to the document “eMS10 re-use of data” now available on the website.

He believes the requirements of DGMOVE are still unclear.

7. Report of PROTECT input in the Hazmat WG of EMSA.

Hans reports about this meeting with EMSA. See also the Protect statement for the hazmat WG. EMSA appreciates the suggestions for improvement of the messages.

Next meeting is in October. Hans and Cor will go.

8. Status of the implementations of 2010/65.

Stephan reports the German situation, which has not changed. Thomas confirms this also for the port of Bremen.

Raymond presents the situation in the Netherlands. See his presentation.

Frederic and Tanguy present the situation in France. See their presentation. They suggest to put an item on the agenda of the next meeting: Standard reports to be developed, e.g. Crewlist.

Nico presents the status of the Belgian ports.

Raymond reports about the UK situation: There is no MSW. At hand is an unsigned letter from unknown source in which the UK requests withdrawal of the directive 2010/65 since they do not expect this to work in the UK.

The ‘quickscan’ document must be updated.

Jerome suggests to make a powerful recommendation as a group. Currently we all use messages that are all OK and we do not wish to invent the wheel again.

He also suggests to create a table with the FAL documents and how they are implemented in the various ports. Hans confirms that he has made such a table already for the EPCSA and he will ask if he can share this with PROTECT.



Raymond asks for input for the quickscan document.

9. BERMAN

Inventory to be made concerning the implications of the various Change Requests.

10. Update of IFTDGN

Currently there are 2 corrigenda and 2 change requests:

CR from DAKOSY: Stephan requests to postpone the discussion concerning this CR to next meeting.

CR from Antwerp: Nico presents their CR concerning the inclusion of the details about the transport license for dangerous goods in the consignment level of the IFTDGN, not on the header level.

No other ports have this requirement currently. Cor already made a suggestion to use the RFF segment on consignment level, whilst the CR from Nico suggests to change the TDT and RFF segment on the CNI level. This concerns only the ROB (remains on board) cargo.

Decision: Both suggestions will be adopted and a corrigendum will be made by the PROTECT secretariat.

A general update of the IFTDGN MIG is currently not required. This will be discussed again during next meeting, including the implications of the directive 2010/65 for this MIG.

11. Coding of Ro/Ro locations

Hans: EMSA asks us to standardize the coding of stowage positions for Ro/Ro vessels.

Kurt reports that such a standard is in use in the port of Antwerp for certain vessels. The positions are indicated with a number for deck, lane and the distance from the front or back. He will try to find the proposal, which can be used to reply to EMSA.

12. EPCSA meeting in Civitavecchia June 4, 2014.

Hans reports about this meeting. EPCSA is now renamed to IPCSA. This allows the membership of countries outside Europe. See the documents on the website.

13. Next meeting

Next meeting is now scheduled for Thursday and Friday, December 18 and 19 (afternoon and morning sessions).

Location: Nantes, where we will be the guests of the Port of Nantes – Saint Nazaire.

Further details to follow on the website.



14. Any other Business

Raymond: New wording has been applied to the suggestion to EMSA (last page of his presentation)

Frederic: The maintenance subject should also be on the agenda of the next meeting.

15. Closing

The chairman closed the meeting at 11:50.

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Action points:

1. Maintenance of the IMO messages to be put on the agenda for next meeting (GER)
2. UN number variants code system to be put on the agenda for next meeting (GER)
3. Standard reports to be developed e.g. crewlist: On agenda for next meeting (GER)
4. Update Quicksan document (RAYMOND)
5. Table of FAL documents with implementations (HANS)
6. BERMAN inventory of change requests to be put on agenda (GER)
7. CR's for IFTDGN to be put on the agenda (GER)
8. Corrigendum for IFTDGN concerning Antwerp CR (GER)
9. Coding of ro/ro locations (KURT)