

Report EMS SSN Workgroup meeting Feb 25th 2014

Attended by Protect members: Cor Koert, Hans Rook, Nico de Cauwer
Subject: Dangerous cargo

Reason for this meeting:
EMSA has investigated the reporting of dangerous cargo information until now.
From the analyses appeared that a lot of incorrect information is received today.

The findings are summarised in Table 1 below:

NO	Attribute	Incorrect	Missing	N.A¹.
1	DG Classification	34%	43%	-
2	Technical name	22%	6%	-
3	UNNumber	7%	8%	46%
4	IMOHazardClass	12%	10%	44%
5	Quantity	9%	5%	-
6	Location on board	24%	46%	-

HAZMAT details survey results

The SafeSeaNet high level steering group indicated the need of further improvement in practice and quality of HAZMAT reporting in SSN, on the basis of a comprehensive survey. This resulted in a workgroup meeting on Feb 25th with topics below:

- a) Hazmat Guidelines on what, when, who and how to report to SafeSeaNet; and
- b) The requirements for a Hazmat Reference database which will serve to improve the data quality, to provide a quick reference for emergency response services, and to simplify reporting for both Member States and industry.

The working committee included participants on various levels:
SSN experts from Italy, France and Norway
Port authorities representatives from Belgium, Estonia, Germany, Greece, Ireland, Netherlands (incl. NCA), Sweden, Poland and Portugal
Association representatives of PROTECT, ESPO & ECSA

¹ Some IMO codes do not require specific attributes, therefore there is a percentage of Not Applicable (N.A.) cases

Based on the outcome of the survey, EMSA in close cooperation with the working committee discussed the various topics to enhance the reporting. Especially from Estonia and Germany advices on a number of issues were given. These advices originates from the present way of working on dangerous goods control in the ports.

Highlights:

- Carriers and their agents must rely on the information given by the shippers of the cargo.
- Shippers often outside Europe, beyond control of the reporting agent.
- Carrier cannot be held responsible in case the goods appears to be different from the reported information.
- Minimize the dangerous cargo reporting to the actual shipped commodities and their DG specifications. (be aware of special requirements IMDG & IBC/IGC)
- Use the name of the correct specific productname acc. to the transport legislation (especially concerns about Annex I & Annex II notations).
- Omit reporting of standard information which is already stipulated in the legislation.
- Setup guidelines for use of stowage position standards in reporting.
 - Containervessels regulated by worldwide used bay/row/tier definitions.
 - RoRo vessels problem because of variety in internal setup of the vessels.
 - Bulk, better specification of quantities shipped on tank level incl. tank position. Empty tanks to be included in reporting (incl info like gas free, inert, dirty)
- Solid bulk cargo based on tripartite agreement. Advice to share this with the IMO.
- Indistinctness how to treat ships' bunkers. No reporting to SSN yet.

Hazmat Reference Database

EMSA intends to setup a complete Hazmat reference database.

This database includes all legislations (IMDG, IGC, IBC, Annex I, IMSBC)

- All participants agree
- The contents must be considered as the only truth.
- The only valid reference database to be considered for verification before data submitted to SSN
- Reference database should also link to ADR
- Values found on other database (GDS, Miracle, Excess) should be equal, but not to be used for reporting.

Points to be taken into consideration

- How many times will updates be made and distributed (differs per legislation)
How to treat new products, allowed to be shipped but not yet registered in reference database.
- Creation of the database is not the issue, maintain and update will be time-consuming but necessary.
- Mother, child principle: Central setup, distributed to all member states for local use.
- Central updates, distribution to member states

Demo on MAR-ICE and MAR-CIS

Setup to provide substance specific information to incidents with Hazardous & Noxious Substance Pollution.

To cover first stage of then incident.

MAR-ICE = network based on a memorandum of understanding between Cedre (MAR-ICE contact point), Cefic (manages ICE database), EMSA (coordinates the service)

- Member states in case of emergency contact Cedre.
- Cedre gives expert information and adices.

MAR-CIS

- Marine Chemical information sheets.
- Maritime specific information about goods.
- PDF available for more that 200 substances.
- Gives information on existing safeguards on board.
- Emergency measures to be taken.
- Hazard profile used for classifying the cargo.

From Feb 2014 distribution of the sheets via MAR-ICE.

From 2015 final tool ready to be distributed to Member States.

Appointment next steps:

- Comments from MS to be worked out (EMSA)
- WG exchange of information mainly by correspondence
- First draft deliverables May 2014
- Workgroup meeting May 8th 2014
- Final documents available for validation (Sept 2014) by the WG
- Final meeting October 2014

EMSA made all the presentations available through EMSA web page. You can access them via the following link: <http://www.emsa.europa.eu/documents/workshop-presentations-a-reports.html> (2nd download icon – Presentations).