

**SafeSeaNet Workshop no. 19**  
**Agenda item X**  
**22 & 23 May 2013**

**SSN 19/3/5 (v.1.00)**  
**Lisbon, 28 February 2013**

## **Outcome of the survey on Hazmat reporting through SSN**

### **Submitted by EMSA**

<i>Summary</i>	Presents the outcome of the survey on Hazmat reporting through SSN (EMSA) and raises questions on how the situation could be improved.
<i>Action to be taken</i>	As per paragraph 4
<i>Related documents</i>	Directive 2009/17/EC

## **1. INTRODUCTION**

The reporting of the dangerous or polluting materials (Hazmat) in SSN should allow Member States (MSs) to access rapidly to all important information relating to the movements of ships carrying such materials. The information on the precise nature, quantity and location of the cargoes carried on board are needed to:

- minimise the impact on the marine and coastal environment in case of accident;
- prepare and effectively conduct the operations to tackle pollution or the risk of pollution at sea;
- minimize the risk of personnel responding to emergencies or conducting salvage operations;
- support effectively the accommodation of ships in places of refuge.

EMSA carried out a comprehensive survey on the content of Hazmat notifications' details. The objectives of the survey were to present the global overview of the situation, highlight the main deficiencies, and propose actions to improve the operational use of the Hazmat data.

The notification of dangerous goods (Hazmat) is covered by the Articles 13 and 14, and Annex I(3) of the Directive 2002/59/EC as amended. According to the SSN XMLRG notifying Hazmat through SSN requires the following information:

- the correct technical names of the dangerous or polluting goods (**TechnicalName**);
- the United Nations (UN) numbers, where they exist (**UNNumber**);
- the IMO hazard classes in accordance with the IMDG, IBC and IGC Codes (**DGClassification**, **IMOHazardClass**);
- where appropriate, the class of the ship as defined by the INF Code (**INFShipClass**);
- the quantities of such goods and their location on board (**LocationOnBoardGoods**, **LocationOnBoardContainer**, **Quantity**); and

- if they are being carried in cargo transport units other than tanks, the identification number thereof (**TransUnitId**).

MSS requested Hazmat details of randomly selected Port Plus notifications via the SSN User Web Interface (UWI) or via a direct contact with the MSSs' responsible services. The applicable codes were identified based on the ship and cargo(es) types. The content of the Hazmat details was verified by comparing the information provided with the data required in the appropriate Code.

## 2. EMSA FINDINGS

The findings (per SSN XML messages' attributes) are summarised in the Table 1 below:

NO	Attribute	Incorrect	Missing	N.A. <sup>1</sup>
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%	-

**Table 1** – Hazmat details survey results as per attribute of the Port Plus (Hazmat) XML messages

- DG Classification** – This element identifies which IMO Code or Convention applies to the declared Hazmat cargo. It is provided at notification level allowing the identification of the nature of the cargo carried on board (chemicals, oil tanker, LPG, etc.).
- Technical name** - Technical name of Hazmat. This term may mean the 'proper shipping name', the 'product name', or the cargo 'technical name' depending on the IMO code used (IMDG, IBC or IGC).
- UN Number** – Refers to the United Nations number of the dangerous or polluting good (where applicable). This number allows the cargo to be identified unambiguously. The main problem noted during the survey refers to the incorrect use of the technical names and UN numbers.
- Creation of the central SSN Hazmat database could assist the MSSs in accessing such data, consequently contributing to correct and harmonised reporting.
- IMO Hazard Class** - The goods are classified in different classes. This classification is essential for the proper identification of the characteristics and properties of the substances, materials and articles.
- Quantity** – Information on quantity is essential, for example for the proper assessment of the risk posed by certain goods. It was noted that reporting of quantities is not harmonised between MSSs (e.g. in terms of units of measurement, quotation of quantities or when reporting 'not-cleaned' or 'non-gas free' tanks).
- Location on board** – The location of certain cargoes/ or cargo units containing Hazmat has a vital importance in case of rescue or salvage operations and for

<sup>1</sup> Certain codes do not require the mentioned attributes

assistance on board. There are already certain recommendations in SSN documentation (XML Ref. Guide) for identifying the stowage place; however these are not strictly followed. The main problem identified during the survey was that the location was either missing or reported incorrectly (70% of the cases).

- h. Some **types of cargoes** (IMSBC, IGC, INF) were not reported by certain MSs throughout the period of the survey (approximately 60 days).
- i. **Possible solution (s):** MSs should verify that all reporting required by the Directive is made to the relevant authorities.
- j. **Phone and Fax** contacts for Hazmat details were still used by some MSs despite the agreement at the High Level Steering Group (HLSG) to endeavour to phase out 'phone/fax option'.
- k. Some cases **bunkers <1000 mt** were declared as Hazmat. This kind of reporting, despite being useful, is currently not required by the Directive.
- l. Some of the reports were in a national **language** without any translation.

It should be noted that SSN is accepting Hazmat information without validating its content in order not to lose valuable Port Plus data.

### 3. EMSA ANALYSIS

The main objective of the Directive 2002/59 is the development of a system whereby the competent authorities receive information regarding dangerous and polluting goods. Obviously the content and quality of information is of major importance for meeting the operational objectives set by the Directive. Instant access to Hazmat correct information is necessary to check what is on board while lack of information about the state of Hazmat at the time of need undermines the safety of rescue activities and the operations to tackle pollution at sea.

Based on the survey findings, questions are raised on the quality of Hazmat information and on how to ascertain that the Hazmat content is accurate. The accident of the MSC Flaminia also demonstrated the value of timely and reliable Hazmat data and the need of taking actions to sort out these challenges. To address the above issue, EMSA and COM intend to submit a proposal to the next SSN HLSG to set up a Hazmat working group, with the objectives to:

- draft the 'SSN Hazmat reporting guidelines' for improving the SSN Hazmat reporting quality;
- propose technical measures (such as defining data quality checks) to automatically check the data quality;
- elaborate further the idea of developing a central SSN Hazmat database which can be used by the Member States for cross reference purposes

In addition, within the work to define the technical specifications for the new SSN version 3 deriving from the implementation of Reporting Formalities Directive (see SSN 19.4.7 SSN interface sub-group), it is proposed to include also improvements on the current SSN XML message structure to remove known inconsistencies in the Hazmat details message.

If the establishment of an Hazmat working group is agreed by the SSN HLSG 9, EMSA will draft the 'Terms of Reference', introduce them at SSN WS 20 and submit them for approval to the SSN HLSG 10 (December 2013).

### 4. ACTIONS REQUIRED

Member States are invited to take note of the information.