

Improvement ideas on hazmat guidelines



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Scheepvaartbegeleiding

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- Discussion in BE on hazmat guidelines:
 - With SSN LCA's
 - with Belgium ship owner's association
- Location on board:
 - needs to be standardised in IMO,
 - For containerships: bay-row-tier
- Location on board for RoRo ships:
 - Currently in Belgium: deck, lane, position in lane, level number.
 - possible solutions:
 - distance measured in meter from forward: OK, but how is zero position defined ?
 - Per deck
 - For all decks the same zero position (=the most forward cargo unit ?)
 - a system based on frame number:
 - frame numbers are clearly indicated in the cargo decks of the ship
 - Frame numbers are indicated on the general arrangement plan of the ship



- Location on board bulk ships:
 - How to take into account movable bulkheads

General cargo vessels ¹	<p>3 to 9 characters, format:</p> <ul style="list-style-type: none">▪ first 3 characters (mandatory) for the hold number (01, 02, etc. with a further indication: S (starboard), P (Portside) or C (Centre));▪ second 3 characters (optional) for the indication of the deck level:<ul style="list-style-type: none">○ WED = weather deck○ TD9 = tween deck 9○ ...○ TD1 = tween deck 1○ LOH = lower hold▪ third 3 characters (optional) for a further indication within a hold, e.g. Indication of the position of movable bulkheads using the 3 digit code for the frame number.
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- For future SSN:
 - include static ship information in SSN,
 - especially GA plan, because of use during incident

- Observation BE: currently the quantity of bunker fuel is already being reported for an incoming voyage to customs & excise
 - > double reporting, FAL directive
- Possible solution for SSN:
 - Incoming voyage: report estimated quantity of bunker fuel at arrival in port
 - > this quantity is already reported by the agent to customs & excises
 - Outgoing voyage: report the quantity of bunker fuel at departure from the port
- Why report bunkers ?
 - In case of incident during the voyage
 - But the exact amount on board is not known in SSN
 - Then take into account worst case scenario = full capacity of the fuel tanks = static ship information