

Meeting: 24th SafeSeaNet Group Meeting

Place and date: Lisbon, 14 October 2015

Agenda item: HAZMAT WG – Progress report

Document number: SSN 24.3.2

Submitted by EMSA

Summary	Presents the work carried out by the HAZMAT Working Group in accordance with the revised terms of reference approved at HLSG 12.
Action to be taken	As per paragraph 4.
Related documents	<ul style="list-style-type: none">a. Directive 2002/59/EC, as amendedb. HLSG 12.3.2c. SSN Group 23.3.2

1. Background

Following a recommendation from SSN Group 22, the High Level Steering Group for SafeSeaNet (HLSG) 12 agreed to extend the mandate of the Hazmat Working Group (HWG) with revised terms of reference.

The first tasks carried out by the working group were presented during SSN Group 23 and HLSG 13. These included the establishment of a HazmatID, which is to be used in the Central Hazmat Database, and amendments to the XML Reference Guide. Further progress on these issues and other topics considered by the HWG are described below.

2. Current Status

a. Development of the Central Hazmat Database (CHD)

Following the approval of the CHD requirements by the SSN Group and the HLSG, EMSA drafted the technical specifications. The Call for Tender was published on 19th August, and the deadline for the submission of tenders is 14th October 2015. The plan is for the CHD to be developed and put into production by mid-2016.

b. XML Reference Guide

SSN Group 22 and HLSG 12 approved the non-technical amendments to the SSN XML Reference Guide that were required to align it with the Guidelines on Reporting HAZMAT in SafeSeaNet. These amendments are included in the draft XML Reference Guide 3.03 (refer to agenda item 24.4.2). In future, the implementation of amendments which have a technical impact on SafeSeaNet will be proposed as new developments.

c. Hazmat Leaflet

The HWG defined the content of a leaflet on HAZMAT reporting which is based on the Guidelines on Reporting Hazmat in SafeSeaNet. EMSA finalised the design of the leaflet, and this is now available in hard copy and on the EMSA website at: <http://www.emsa.europa.eu/related-projects/reporting-of-hazmat-in-safeseanet.html>.

d. Training

EMSA drafted the attached proposal for developing training modules on reporting HAZMAT in SSN, which was agreed by the HWG.

Recognising that the shipping industry has a very important role in enhancing the quality of reporting information on DPG, the training proposal was discussed during a meeting between representatives of the Commission, EMSA, the European Community Shipowners' Association (ECSA), the European Sea Ports Organisation (ESPO) and the PROTECT group. The shipping industry representatives agreed to propose the organisation of training at national level to their members, on the basis that it would preferably be organised jointly with the national competent authorities, with EMSA and relevant experts from the shipping industry invited as trainers. They also supported the idea of developing an e-learning platform. Following the meeting, ESPO and ECSA invited EMSA to present the work carried out on enhancing the accuracy of reported DPG during their future meetings (to be arranged).

e. Amendments to the Guidelines on Reporting HAZMAT in SafeSeaNet

During the 22nd and 23rd meetings of the SSN Group, there was a discussion on how to improve the reporting of bunkers in SSN, and also on whether vehicles carried on board ships should be declared as DPG.

The HWG agreed on the necessary amendments to the guidelines with respect to the carriage of DPG, which are subject to special provisions mentioned in the IMDG Code (e.g. the carriage of vehicles on board ships). As a result, it was decided that the following section should be added to the guidelines:

"6.7 Special Provisions in the IMDG Code

Under certain conditions, a substance or article listed by name in the dangerous goods list of the IMDG Code may be exempted from the dangerous goods regulations and shipped as non-hazardous cargo. For details see the relevant special provisions in column 6 of the dangerous goods list and chapter 3.3 of the IMDG Code.

An example of the applicability of special provisions is the carriage of vehicles on ships. Special Provision 961 of the IMDG Code states that: "Vehicles and equipment are not subject to the provisions of this Code if they are stowed on a roll-on/roll-off ship or in another cargo space designated by the Administration (flag State) as specifically designed and approved for the carriage of vehicles and equipment and there are no signs of leakage from the battery, engine, fuel cell, compressed gas cylinder or accumulator, or fuel tank when applicable." However, Special Provision 962 underlines that: "Vehicles or equipment powered by internal combustion engines, fuel cells or batteries not meeting the conditions of special provision 961 shall be assigned to class 9." Therefore, whether vehicles should be reported as dangerous goods or not would depend on the type of ship on which they are carried and the condition of the vehicles being carried."

With respect to the reporting of bunkers, members of the HWG reiterated that this is useful information, since the bunkers carried on board ships involved in maritime accidents can be a major pollution concern. It was noted that, although Section 6.6 of the guidelines already includes guidance on how to report bunkers, there is a need to improve it. EMSA proposed the following:

- i. In the short term, the guidelines should be enhanced with the following clarification:
 - a) to report the quantity of bunkers on departure from a port, and then to send an update message if bunkering operations take place between the departure port and the arrival port,
 - b) to include the different types of bunkers on board as separate DPG items (i.e. gas oil, fuel oil, diesel oil, gas, etc.).
- ii. At a later stage, SafeSeaNet messages should be amended in order that bunkers can be reported separately from DPG.

The PROTECT group (supported by DE and BE) do not consider that bunkers should be reported as part of the DPG list. They are of the opinion that bunkers should be reported separately from other DPG. The implementation of this proposal would require technical changes to the SafeSeaNet messages.

ECSA, DE and BE are of the opinion that requesting a ship to send update messages on bunkering operations is superfluous, and would add an unnecessary burden. BE maintained that when the ship leaves the port of departure, the amount of bunkers on board becomes unknown as the ship consumes bunkers during the voyage. Moreover, the taking on of bunkers during the voyage may not be reported. BE proposed to add the total capacity of the bunker tanks of ships as a ship particular to the vessel database (Central Ship Database), as for dynamic matters such as bunkers, the maximum capacity is the only reliable information. In case of a calamity, it allows the response organisations to consider the worst case scenario (i.e. all bunker tanks full). This would minimise the administrative burden on ships.

3. Proposal

In view of section 2.e above, it is proposed that the guidelines are amended to include the new section on 'Special Provisions.' In addition, with respect to the reporting of bunkers, the following are proposed:

1. The guidelines should be amended to include the following clarifications:
 - a. To refer to the requirements of the Directive, which state that the quantity of bunkers on board ships shall be notified in a similar way to other DPG items. That is:
 - on leaving a port in a Member State, at the latest at the moment of departure, and;
 - when coming from a port located outside the Community and bound for a port of a Member State or an anchorage located in a Member State's territorial waters, at the latest upon departure from the loading port, or as soon as the port of destination or the location of the anchorage is known (if this information is unavailable at the moment of departure),
 - b. To advise that the different types of bunkers on board (i.e. gas oil, fuel oil, diesel oil, gas, etc.) are to be reported as separate DPG items.

2. SafeSeaNet messages should be amended to allow bunkers to be reported separately from DPG.
3. EMSA to analyse if it is possible to include the maximum storage capacity of bunker tanks in the central ship database (CSD).

4. Action Required

Member States are invited to:

- note the work carried out by the HWG, and;
- provide their comments to the proposals mentioned in paragraph 3.

Annex: HAZMAT training module

Annex

HAZMAT training module

I. Training content and foreseen time

a. Member State authorities

Topic (s)	Time
HAZMAT - What is reported to SSN? EU legal requirements – What, When, Who, Where, How Reference to the IMO legal instruments Information flow -> shipper, agent, NSW, authorities, SSN Request for information flow -> another MS, SSN, National SSN	60 minutes
Content of HAZMAT notifications to SSN Applicable data elements References to the IMO Code and conventions and to the SSN XML Ref. Guide	60 minutes
Practical Exercise – Examples: Review in the HAZMAT notification for the specific cargoes. Which elements are applicable and which are mandatory?	45 minutes
How to report HAZMAT not listed in IMO codes or conventions - IMSBC, IBC, IGC – tripartite agreements Empty tanks and containers Not otherwise specified Oils and oil blends Fumigated cargoes Bunkers	60 minutes
Practical Exercise – Examples: Complete specific HAZMAT notifications for cargoes introduced by trainers. Suggest most appropriate way to present correct reporting of bunkers. Validate notifications provided. Indicate errors.	30 minutes

Specific data elements in reporting HAZMAT INF Quantity Location on board Cargo units identification and coding	30 minutes
Practical Exercise - Examples: Validation of HAZMAT notifications. Location of errors in HAZMAT notifications provided. Suggestion of necessary corrections in feedback to the reporting party.	30 minutes
Reporting of incidents with HAZMAT cargoes	30 minutes
Practical Exercise – Examples: Emergency situation. Report incident with HAZMAT information. Decode reporting to locate HAZMAT unit on fire.	30 minutes

Total duration: 1 full day

b. Industry

Topic (s)	Foreseen Time
HAZMAT - What to report to SSN? EU legal requirements – What, When, Who, Where, How Reference to IMO legal instruments Importance of correct reporting	30 minutes
Practical Exercise – Examples: Complete HAZMAT notification in NSW prototype or SSN (Central or National) for specific cargoes. Which elements are applicable and which are mandatory?	30 minutes
How to report HAZMAT not listed in IMO codes or conventions - IMSBC, IBC, IGC – tripartite agreements Empty tanks and containers Not otherwise specified	45 minutes

Oils and oil blends Fumigated cargoes Bunkers	
Practical Exercise – Examples: Complete specific HAZMAT notifications for cargoes introduced by trainers. Tripartite agreement cargo, empty tank, N.O.S. cargo, oils, fumigated cargoes, bunkers.	45 minutes
Specific data elements in reporting HAZMAT INF Quantity Location on board Cargo units identification and coding Importance of correct reporting of elements for emergency response.	30 minutes
Practical Exercise – Examples: Code the location of specific cargoes on board - for tankers, ro/ro and container ships.	30 minutes
Practical Exercise - Examples: Validation of HAZMAT notifications. Find errors in HAZMAT notifications provided. Suggest necessary corrections.	30 minutes

Total duration: Half day

II. Training delivery options

a. Member States

Taking into account the content of the proposed modules and the time foreseen for the delivery of the training by EMSA, the following options could be considered:

1. Back-to-back with SSN training at EMSA premises in addition - 1 day module
2. To a group of trainees at Member State premises – 1 day module
3. Via teleconference (T/C) to trainees at Member State premises – shortened 0.5 day module with no practical exercises. Member States require T/C facilities.
4. Via an e-learning platform - this option has to be further evaluated

b. Industry

Member State national authorities could provide training sessions for their national industry representatives (i.e. shippers, agents), preferably in their national language. EMSA could provide support at the sessions and/or train the trainers, as well as providing specific content and materials. The following training delivery options would be feasible:

1. By NCAs during national SSN training 1 day module
2. Via an e-learning platform - this option has to be further evaluated

III. Resources

For each training module, it is estimated that the following resources are needed:

- 2 trainers
- training room with beamer
- printed exercises and presentations
- printed copy of HAZMAT reporting guidelines
- access to IMO codes and conventions
- Computers with access to NSW/SSN for practical exercises
- Tele-conference facilities (if this option is used)