

HAZMAT Working Group

SafeSeaNet – Hazmat Survey Outcome + Places of Refuge WG related outcome

1st coordination meeting

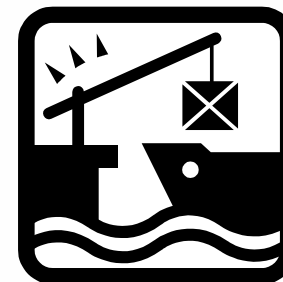
Unit C.2 - Vessel Traffic and Reporting Services

Lisbon | 25 February 2014

Agenda

- **Hazmat Survey Outcome**
- **Places of Refuge WG related outcome**

Hazmat



Directive
2002/59/EC, as
amended

Article 3 –
DPG definitions

Annex I –
information to
be reported

IMO Instruments
(IMDG, IMSBC,
IGC, IBC,
MARPOL)

SSN Technical
Documentation
– XML
Reference Guide

What was checked?

- **DG Classification**
- **Technical name**
- **UN Number**
- **IMO Hazard Class**
- **Quantity**
- **Location on board**



Outcome – Missing Information

- Masters, agents and operators do not fully comply with their reporting obligations, and some MSs do not follow up to ensure compliance
- Hazmat notifications transmitted to the national SSN system are not always forwarded to central SSN
- Hazmat notifications, forwarded with errors and rejected by central SSN, are not corrected and re-sent
- There are misinterpretations of the requirements in Directive 2002/59/EC - some MSs send reports only for some types of dangerous and polluting goods, not for all

Outcome – Incorrect Data

- Incorrect reporting of DG Classification, technical names, IMO Hazard Class, and UN numbers.
- 'Not harmonized' reporting of quantities - units of measurement, quotation of quantities or when reporting 'not-cleaned' or 'non-gas free' tanks.
- Incorrect reporting of location on board
- Some types of cargoes (IMSBC, IGC, INF) are not reported by certain MSs
- There was a clarification needed regarding the bunkers reporting

Outcome

NO	Attribute	OK	Incorrect	Missing	Not Applicable
1	DG Classification	23%	34%	43%	-
2	Technical name	72%	22%	6%	-
3	UN Number	39%	7%	8%	46%
4	IMO HazardClass	34%	12%	10%	44%
5	Quantity	86%	9%	5%	-
6	Location on board	30%	24%	46%	-

Possible Reasons for shortcomings

- Misunderstanding of Directive's obligations
- Lack of awareness of the different IMO legal instruments for reporting dangerous and polluting goods
- Lack of validation by authorities of information reported by ship data providers
- Lack of follow-up action by authorities

Proposed actions

To assist MSs in accessing correct data , consequently contributing to correct and harmonized reporting:

- Draft SSN Hazmat reporting guidelines
- Create, at central SSN, a Hazmat database

Places of Refuge WG

- The Cooperation Group on Places of Refuge was formed by the Commission and Member States as a follow-up of the “MSC Flaminia” accident
- The objective of the group (ToR) was to:
 - “exchange expertise and discuss implementation aspects with the aim to ensure, continuous improvement for the effective and uniform application of the relevant provisions in the VTMIS Directive, by bringing together Member States’ competent authorities dealing with ships in need of assistance and places of refuge”.

Places of Refuge WG – related topics

During and following the “MSC Flaminia” accident, questions were raised about the lack of information available concerning the (state of the) cargo and whether there were risks of further access to the cargo manifest to check what was on board. It seems that those involved were not fully satisfied with the accuracy of the description of the cargo naturally causing some suspicion and thereby influencing the decision making procedure.

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Two questions were addressed to the Member States as follows:

- Q1: How to ascertain that cargo declarations are accurate and available on time?
- Q2: How could the industry offer the transparency and accuracy regarding the cargoes it carries to avoid such suspicion and/or delays?

Places of Refuge WG - outcome

Solutions proposed by MSs in their responses

- More efficient verification of containerised cargo should be applied with use of specific shore equipment (e.g. containers weighing) and/or with assistance from external companies/parties.
- It is essential to use a standardized unified, electronic format for cargo documentation (data / lists), especially for the communication between the company (owner, operator, shipper) and the Competent Authority.
- The accuracy of the information required by Article 12 (Information requirements concerning the transport of dangerous goods) should be strictly enforced.

Places of Refuge WG - outcome

- Technology should be used to monitor if the cargo is in line with the manifest and if the manifest is available to the charterer and ship-owner.
- Add/use a CAS Registry Numbers, where applicable, in the Hazardous goods reporting.
- It would be fruitful to have discussions EU-wide with the industry to ensure harmonized instruments and methods in relation to the accuracy and verification of the declarations.
- 3-D model of the cargo plan could also be considered as a tool ensuring better accuracy of the cargo information.

The end