



European Maritime Safety Agency

## **Meeting Report**

### **SSN HAZMAT Working Group 1<sup>st</sup> Meeting**

Held in Lisbon on  
25 February 2014

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## 1. Background

Following the HAZMAT survey conducted by EMSA in cooperation with Member States, High Level Steering Group (HLSG) 9 agreed on the Terms of Reference for setting up a HAZMAT Working Group. The main objective of the working group is to improve the reporting of dangerous and polluting goods (HAZMAT) that have to be notified and exchanged via SafeSeaNet in accordance with Directive 2002/59/EC, as amended. The deliverables of the working group are draft:

- Guidelines on reporting HAZMAT information, and
- Requirements for the development and maintenance of a common HAZMAT Reference Database (CHRD).

**Belgium, Denmark, Estonia, France, Germany, Greece, Ireland, Italy, the Netherlands, Norway, Poland, Spain, Slovenia and Sweden** volunteered to participate in the working group. In addition, as established in the Terms of Reference industry associations - ESPO, PROTECT group and ECSA - were invited and nominated representatives to attend the working group.

The meeting was chaired by Mr Charles Abela, Senior Project Officer, Unit C2 Vessel Traffic and Reporting Services.

The list of participants is attached as Annex 1.

The meeting documentation may be obtained from:

<http://www.emsa.europa.eu/documents/workshop-presentations-a-reports.html>

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## 2. Welcome – Introductory remarks and Meeting Objectives

EMSA welcomed the participants and delivered a message provided by the Commission. It underlined that the SSN HLSG and the Places of Refuge (PoR) Cooperation Group have recognized the importance of the quality of information on hazardous material carried on board ships. The setting up of the HAZMAT working group will contribute to develop the necessary measures to enhance the availability of accurate information in cases of accidents and incidents. This in the overall context of Directive 2002/59/EC provides a community system which includes in a comprehensive approach: ship reporting, traffic monitoring and a response mechanism for ships in need of assistance.

The chairman recalled that the main objective of the group is to develop and propose measures for improving the HAZMAT reporting in SSN by drafting Guidelines on reporting HAZMAT and the requirements for the CHRD. This meeting will consider in further detail the documents submitted to the group members and the comments received from the MSs and industry. Following the meeting the working group would continue to work by correspondence to compile the first draft of the deliverables which will be presented at SSN Workshop 21 (8<sup>th</sup> May 2014) for review and comments.

The agenda (Annex 2) was introduced and approved. It was followed by a round table introduction of the participants.

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## 3. Main Findings from the HAZMAT survey

EMSA recalled the results of the 'HAZMAT Survey in SafeSeaNet' which was conducted in the beginning of 2013. The main findings had been presented to SSN Workshop 19 and the HLSG 9.

Additionally, EMSA evoked the relevant conclusions from the work of PoR WG which was formed by the Commission and MS as a follow-up to the "MSC Flaminia" accident. These specifically referred to 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" and "[...] that those involved were not fully satisfied with the accuracy of the description of the cargo naturally causing some suspicion and thereby

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influencing the decision making procedure.” EMSA presented the solutions proposed by the PoR WG.

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#### 4. Terms of Reference

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The chairman presented the Terms of Reference and the milestones for completing the work of the working group by October 2014.

Following questions raised by members of the group, EMSA clarified that the Guidelines will not be a mandatory instrument but it will serve as a guide which the industry and the MSs can use to properly identify the HAZMAT data elements required for reporting. It was also clarified that the amendment of Directive 2002/59/EC is not part of the scope of the working group but any issues identified by the group will be forwarded to the Commission.

As a general comment ECSA stated that from the feedback received from its members there was support for the development of the Guidelines but some members queried the usefulness of the CHRD.

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#### 5. Guidelines on Reporting Hazmat in SSN

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EMSA explained that the main objective of the Guidelines was to improve the quality and accuracy of HAZMAT reporting through harmonisation: identifying what has to be reported in accordance with the legal requirements, how and where to find the correct information and enhancing awareness of why accurate reporting is important.

As regards to the format of the document it was agreed that it could either be a holistic document that covers the requirements of both the industry and the public authorities or as two separate documents. It was agreed that it would be useful to have extracts of the guidelines in the form of leaflets which could be used by different stakeholders. The initial document will be prepared in English but it will also be advantageous to have it translated in the national languages.

##### 5.1 Recommendations for Guidelines

During the discussions on the topics that may form part of the Guidelines, the following recommendations were noted to be reflected in the first draft of the Guidelines:

- a) It is important that the Guidelines are made available to a wide audience, including also the manufacturers and shippers, in addition to the reporting parties and the competent authorities. They are normally the initial source on HAZMAT information provided to the shipping industry that then uses it to report to the competent authorities.
- b) Further benefits of correct HAZMAT reporting were that it would minimize consequences of incidents and accidents and allow for proper risk assessments in ports.
- c) There is a need to clarify the text of the Directive as regards to which data elements need to be reported and to provide accurate references particularly to the updated codes and conventions.
- d) The legal obligations chapter shall include a reference to the principle IMO conventions which give rise to the different codes.
- e) To assess the possibility to include a reference to the carriage of HAZMAT under tripartite agreements. HAZMAT which are not covered, or adequately addressed, in a code are subject to carriage conditions included in a tripartite agreement. The parties to the agreement are the Port state of loading, the Flag state of the ship and the port state receiving the cargo. PROTECT commented that there are around three new cargoes per month reported under the described provisions.

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- f) A drawing explaining which is the relevant IMO Code or Convention to be used when reporting specific DPGs in bulk or packaged will be included. This will be very helpful for the reporting parties.
  - g) Specific guidance is required as regards to reporting of 'unclean' or 'non-gas free' tanks, fumigated cargoes and to differentiate between liquefied gases and liquids with low boiling point.
  - h) For the cargoes reported as N.O.S. (Not Otherwise Specified) in the IMDG code, it is required that the proper shipping name is supplemented with the technical or chemical group names.
  - i) Assess possible amendments to the mapping table for the relevant reporting elements per code (Annex C of the XML Ref. Guide V.3.0) to reflect the changes and clarifications proposed by the group, but without changing the technical specifications in the XML Reference Guide.
  - j) Reporting parties are responsible to validate the data even when retrieved automatically from a database. For example, the 'flashpoint' for the carriage of specific cargoes under certain conditions may be different than what is reported in a code.
  - k) On the identification of containers on chassis it was recommended that only the container numbers are reported.
  - l) As regards the location of HAZMAT onboard ships the following additional guidance was provided:
    - i. Reference to ISO 9711/1 – for reporting the location of containers;
    - ii. Ro-ro vessels normally specify the location of cargo by deck and lane number but there is no standard on how the numbering is composed. PROTEC will provide a proposal on coding of cargo locations on ro-ro vessels.
    - iii. For general cargo ships it may be necessary to differentiate between holds particularly when the same hold is divided by twin decks.
    - iv. For tankers more guidance is required to identify the HAZMAT stored in each tank when the tanker is carrying more than one product.
  - m) It will be clarified that despite the legal obligation of the competent authorities to validate the correctness of the reported information and to take appropriate measure the responsibility for correct reporting remains with the shippers and the reporting parties.
  - n) The members of the group highlighted that there were very limited guidance on reporting HAZMAT and therefore the guidelines will be useful as a training tool.

## **5.2 Issues to be brought to the attention of the Commission**

Additionally MS proposed the following actions which are beyond the mandate of the working group but which will be brought to the attention of the Commission:

- a) Clarifications from the Commission:
  - i. Whether bunkers on ships above 1000 GT should be reported as part of the Hazmat notifications to SafeSeaNet or only within the MRS Ship notifications.
  - ii. Whether it is necessary to report HAZMAT which is carried under conditions set in tripartite agreements.
- b) Amendments to Directive 2002/59/EC:
  - i. Update references to the relevant codes and conventions, and the relevant chapters.
  - ii. The dangerous goods transport document to be handed to the Master or operator of the ship as per Article 12 should also be made available to the Competent Authorities.

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- iii. Requirement for reporting of additional data elements, for example, viscosity, flashpoint and melting points.
  - iv. Assess the need for reporting the INF ship type as this is conditioned by the cargo being carried.
  - v. In Annex 1 clearly differentiate the reporting of DPG by clearly identifying the 5 main blocks of HAZMAT: 1.packaged, 2.gases in bulk, 3.chemicals in bulk, 4. oils in bulk, 5. solids in bulk
- c) Consider compiling a database, in SSN, of ship general arrangement plans. They are very useful for on-board emergency response operations but which are normally difficult to obtain from the shipping companies within a short period of time. If stored in one database they could be made immediately available to the competent authorities as and when required.

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## 6. MAR-ICE service and MAR-CIS HNS Datasheets

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EMSA delivered a presentation on EMSA's information tools for HNS Pollution Response: MAR-ICE Network Service and MAR-CIS MARine Chemical Information Sheets. Both services aim at provide substance specific information for pollution response to incidents with HNS and cover the information needs at the first stage of the incident. A live demonstration of the MAR-CIS database was also given. The database consists of a list of around 200 datasheets, containing the relevant and concise information for marine HNS incident responders.

Most of the group members were unaware of these services and were very appreciative of the presentations because they both provide valuable information when assessing risks during HNS incidents. It was agreed:

- a) To disseminate the information about these tools among the port community; and
- b) To link the developments of the SSN HAZMAT reference database with the MAR-CIS information via a single access point (e.g. SafeSeaNet). This will have the advantage that the MAR-CIS database would be made available in a faster, easier and more efficient manner to a wider community of emergency response stakeholders.

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## 7. HAZMAT reference database requirements

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EMSA presented the proposed CHRD requirements as included in document HWG 1.1 'HAZMAT reference database requirements'.

EMSA's presentation included a demonstration, provided by Poland, on how a HAZMAT database could be used to reduce the administrative burden of the ship data providers. Poland further remarked that following the introduction of this system the feedback from the shipping agents was positive because it simplified their work and improved the quality of reporting. It was observed that the database was limited to IMDG products and it was available only through a web interface.

The participants were not aware of any database which included the products covered by all the codes. Developing one comprehensive database listing the data elements from all the relevant codes is a challenge but it will provide considerable added value in improving data quality. It will be a harmonised source for reporting HAZMAT information.

In addition to the requirements presented by EMSA the group recommended the following requirements:

- i. The CHRD (via the SSN web and system interfaces) should provide a service for the validation of the static data elements of a list of HAZMAT to detect errors or inconsistencies This functionality would be very useful for the

validation of the information provided for big container ships, because the manual validation of hundreds of containers (by the competent authorities) is not feasible.

- ii. Shippers should be encouraged to use the CHRD to ensure that consistent information is provided. However, its use will be voluntary. Moreover, although a mismatch, discovered when comparing notifications against the CHRD, should not end in the refusal of notifications it may give rise to further investigation by the competent authority.
- iii. Provide a link to a ship reference database to validate the relevant IMO Code/Convention used for reporting versus the ship type (e.g. a gas carrier should not carry IMDG cargo).

## 8. Follow-up actions

The chairman concluded the meeting and presented the related work plan (see Table 1) which has been agreed by the group.

Date	Task	Responsible
<b>20 March 2014</b>	Distribute 1 <sup>st</sup> Draft of Guidelines on Reporting to SSN and HAZMAT Database Requirements	<b>EMSA</b>
<b>28 March 2014</b>	Provide references to related material and documents Provide feedback on 1 <sup>st</sup> Draft of documents	<b>WG Members</b>
<b>April 2014</b>	Distribute draft documents to SSN Group 21	<b>EMSA</b>
<b>May 2014</b>	SSN Workshop 21 provides feedback	<b>SSN Group</b>

**Table 1 – Work plan**

Additionally, the following actions were agreed with the participants (see Table 2):

No	Action Point	Responsible
1	Provide data or content of the national training standards, requirements for the reporting parties	<b>Member States</b>
2	Share experience and propose specific topic on fumigated cargoes to include the relevant information in the guidelines	<b>The Netherlands</b>
3	Provide the coding for the location of cargo/containers/trailers on the ro-ro ships to be included in the guidelines	<b>PROTECT Group</b>
4	Provide information on the use of existing databases	<b>PROTECT Group</b>
5	Distribute among the port community the information about the MAR-ICE Network service	<b>ESPO</b>

**Table 2 – HAZMAT WG follow-up actions**

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## **Annexes**

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Annex 1 – Attendance List




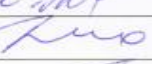

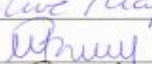








Annex 2 – Agenda

## Annex 1 – Attendance List



European Maritime Safety Agency

SafeSeaNet HAZMAT Working Group, 25.02.2014

Country	Name	First Name	Organisation	E-mail	Attendance on 25.02.2014
BELGIUM	Vandenbussche	Roland	Belgian Maritime Inspectorate, Hazmat	roland.vandenbussche@mobilite.fgov.be	
BELGIUM	Maekelberg	Yves	Agency for Maritime Services & Coast	yves.maekelberg@mow.vlaanderen.be	
BELGIUM	Loicq	Benoit	ECSCA	benoit.loicq@ecsa.eu	
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NETHERLANDS	Rook	Hans	Portbase	h.rook@portbase.com	





European Maritime Safety Agency

SafeSeaNet HAZMAT Working Group, 25.02.2014

Country	Name	First Name	Organisation	E-mail	Attendance on 25.02.2014
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**EMSA staff**

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## Annex 2

**SafeSeaNet 'HAZMAT Working Group'  
1<sup>st</sup> Coordination Meeting  
25 February 2014****DRAFT AGENDA  
SafeSeaNet HAZMAT Working Group (WG)  
1<sup>st</sup> Coordination Meeting**

<b>Time</b>	<b>Agenda Item</b>
<b>09:00 – 09:30</b>	<b>Registration and coffee</b>
<b>09:30 – 09:45</b>	Input from the Commission
<b>09:45 – 10:00</b>	Main findings from the HAZMAT survey
<b>10:00 – 10:15</b>	Terms of Reference and provisional planning for the HAZMAT WG
<b>10:15 – 10:45</b>	Guidelines on reporting Hazmat in SSN
<b>10:45 – 11:00</b>	<b>Coffee break</b>
<b>11:00 – 12:30</b>	Guidelines on reporting Hazmat in SSN (continue)
<b>12:30 – 14:00</b>	<b>Lunch break</b>
<b>14:00 – 14:45</b>	Hazmat reference database
<b>14:45 - 15:30</b>	Presentation of the MAR-ICE service and MAR-CIS HNS Datasheets for marine pollution response purposes
<b>15:30 – 15:45</b>	<b>Coffee break</b>
<b>15:45 – 16:30</b>	Hazmat reference database (continue)
<b>16:30 – 17:00</b>	<b>Discussion and summary of the follow up actions</b>