

SafeSeaNet Group meeting no. 21
Agenda item IV
8 May 2014

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Lisbon, 8 April 2014

SAFESEANET TECHNICAL ASPECTS

HAZMAT Working Group – Progress Report

Submitted by EMSA

<i>Summary</i>	Presents the work carried out by the HAZMAT Working Group with respect to the drafting of Guidelines on reporting HAZMAT information in SSN and requirements for a Common HAZMAT Reference Database.
<i>Action to be taken</i>	As per paragraph 4
<i>Related documents</i>	a. Directive 2002/59/EC, as amended b. HLSG 9.3.2 c. SSN WS 19/3/5 and 20/1/3 point 2.2

1. BACKGROUND INFORMATION

High Level Steering Group (HLSG) 9 agreed to establish a HAZMAT Working Group (HWG) with the objective to develop and propose measures for improving the reporting of dangerous and polluting goods (Hazmat) in SafeSeaNet. 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 – the European Sea Ports Organisation (ESPO), the PROTECT Group and the European Community Shipowners' Associations (ECSA) - participated in the work of the HWG.

2. CURRENT STATUS

In accordance with the agreed Terms of Reference, EMSA developed and distributed concept papers on both subjects on 10th January 2014. Both Member States and industry representatives provided comments on these papers.

A meeting of the HWG was held on 25th February 2014 at EMSA offices in Lisbon. The meeting was attended by 23 representatives from 13 Member States and the 3 industry organisations. The meeting documentation and report can be obtained from: (<http://www.emsa.europa.eu/documents/workshop-presentations-a-reports.html>).

Following this meeting, work continued by correspondence and the draft of the Guidelines and the requirements for a CHRD are being presented for the consideration of

the SSN Group, as Annex I and II respectively. A brief summary of the work carried out, so far, by the HWG is the following:

2.1 Guidelines on reporting HAZMAT Information

The concept paper on the Guidelines had primarily addressed the reporting of HAZMAT information to the SafeSeaNet system by the shipping industry. However, the HWG highlighted that proper reporting to SafeSeaNet also depends on the quality of information that is supplied by the manufacturers and the shippers to the ship data providers. In other words, correct information can only be guaranteed if the source information is correct. Therefore, the HWG agreed that the Guidelines will cover the reporting obligations on three levels:

- Industry to the National Single Window;
- National single window to the National SSN system; and
- National SSN system to the central SSN system.

In the draft Guidelines the HWG addressed issues related to who, why, what, when, where and how to report HAZMAT information. It was also agreed to include additional topics which could further ensure good quality data in the SafeSeaNet system: validation options, available training opportunities on HAZMAT awareness and use of Incident Reports for exchanging information on non-compliance in HAZMAT notifications.

The HWG also established that there are two options for developing the Guidelines - either as a holistic document that covers the requirements of both the industry and the public authorities or, as two separate documents. In addition, the main points of the Guidelines may be prepared in the form of a leaflet which is easy to distribute, can serve as a quick reference document and is a practical way of building awareness among stakeholders. The HWG agreed that further consideration of these issues will be made once a more mature version of the Guidelines is drawn up.

2.2 Common HAZMAT Reference Database (CHRD) Requirements

The SSN Group and the HLSG had agreed that the overall objective of the CHRD is to improve the data quality of HAZMAT notifications and minimise the administrative burden for the shipping industry. Moreover, it can support the Member States' emergency services to provide an effective response to maritime incidents. Within this context the HWG considered that the CHRD should:

- a) Serve as a reference to shippers, shipping industry and Member State authorities when completing HAZMAT notifications. Competent authorities and EMSA services could use it as a verification tool to cross-check and validate the correctness of the HAZMAT data.
- b) Include a list of all the dangerous and polluting goods that have to be notified in accordance with Directive 2002/59/EC, as amended.
- c) Have a link to the MAR-CIS database which is being developed by EMSA and includes information on hazards and risks of HAZMAT products during emergency response situations. The MAR-CIS datasheets, when available, will be made available through the MAR-ICE service. A leaflet explaining the MAR-ICE information service is attached as Annex III.
- d) Be hosted at central level so that Member States will have easy access to harmonised and updated HAZMAT information. Nevertheless, Member State will have to develop

a mechanism to make the CHRD information available to the national authorities and the shipping industry. The administrative burden of the shipping industry is simplified if the CHRD is linked to the National Single Window. The CHRD can be used to fill in the HAZMAT notifications, with the static data elements, after the data provider inputs the name or the UN number of a product. In this way significant manual input can be avoided, particularly in the case of container vessels.

- e) Be available to the users via the SSN web page, the SSN web interface and a system-to-system interface. In the latter case the development time-frame is longer than in the previous two cases because it requires the elaboration of the appropriate technical messages. Therefore, the HWG considered that the CHRD is developed over a two phase approach – first develop the web interface options and then the system-to-system interface. This has the advantage that the Member States and industry can benefit from an earlier implementation of the CHRD.

3. PROPOSAL

In view of the progress achieved to-date by the HWG, the proposals being put forward for the consideration of the SSN Group are the following:

- a) The draft Guidelines presented in Annex I constitute the first draft of the document and more in-depth work is required by the HWG to develop further its content. Therefore, the SSN Group is invited to provide comments primarily on the topics covered by the Guidelines and the general approach adopted by the HWG.
- b) The SSN Group is invited to validate the general requirements for the CHRD (Annex II) in order to allow the HWG to develop the associated technical requirements. If the SSN Group agrees with the proposed development phases of the CHRD, the HWG can initially concentrate on developing the technical requirements for the web interface options. The need for the system-to-system interface may be further assessed once the Member States and industry have gained experience in using the CHRD.

4. ACTION REQUIRED

The SSN Group is invited to:

- a) Note the progress achieved by the HAZMAT Working Group,
- b) Provide comments on the draft Guidelines on reporting HAZMAT information (Annex I), and
- c) Validate the Requirements for a CHRD, including the proposed two-phase approach (Annex II).

Annexes:

Annex I: Draft Guidelines on reporting HAZMAT in SafeSeaNet

Annex II: Requirements for a SafeSeaNet common HAZMAT reference database

Annex III: MAR-ICE leaflet

Annex I

Draft Guidelines on reporting HAZMAT in SafeSeaNet

Annex II

Requirements for a SafeSeaNet common HAZMAT reference database

Annex III - MAR-ICE leaflet

INFORMATION SERVICE FOR USE IN MARINE
CHEMICAL EMERGENCIES



MINIMISING THE RISK OF POLLUTION



cefic

EMSA

Cedre



**MAR-ICE
Network**

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BACKGROUND

In close cooperation with the European Chemical Industry Council (Cefic) and the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (Cedre), EMSA created the MAR-ICE Network in 2008. The idea behind the Network is to provide information and expert advice on chemicals involved in maritime emergencies. The service is available to national administrations 24/7 via a dedicated contact point.



Providing information
and advice on chemicals
in the event of a maritime
emergency

www.emsa.europa.eu



MAR-ICE NETWORK



WHAT TYPE OF SERVICE DOES THE MAR-ICE NETWORK OFFER?

MAR-ICE offers remote product and incident-specific information and advice within 1 hour of the request and more detailed information shortly thereafter.

Information provided within 1 hour:

- Safety data sheets
- Relevant data from international codes & regulations

Information provided shortly thereafter on a case-by-case basis:

- Additional information on product properties from a knowledgeable chemical company (if necessary)

For cargoes spilled at sea

- 2D or 3D drift and weathering models, indicating areas potentially impacted by the pollution
- Estimation of the mass balance of the chemical spilled according to time elapsed

For containers

- Assessment of the behaviour of a container lost at sea
- Advice on methods to locate and recover the containers

For cargoes on board disabled vessels

- Risk assessment for responders and the environment
- Advice on response methods and options.

WHO CAN CONTACT THE MAR-ICE NETWORK?

All 27 EU Member States, EFTA coastal States and EU Candidate Countries.

All communication with the Network is channelled through the MAR-ICE Contact Point and is in principle done in English.

WHAT ARE THE BENEFITS OF THE MAR-ICE NETWORK?

National authorities benefit from **rapid access** to professional product and incident-specific information on chemical products and their **associated risks** through contact with marine pollution response and chemical experts.

The information provided through the Network supports requesting countries in their **decision-making** process when dealing with chemical emergencies.

The MAR-ICE Network provides a **cost-effective**, rapid and well received information service, supporting the response to chemical maritime incidents. The Network has already been activated for several real incidents and marine pollution response exercises.

HOW IS THE MAR-ICE NETWORK ACTIVATED?

All requests to the MAR-ICE Network are channelled through the MAR-ICE Contact Point. This service is available free of charge, 24/7, via contact numbers and procedures which have been distributed to national maritime administrations.

It is advisable to use the MAR-ICE Contact Form when making a request to the Network. All contact numbers and a summary of the activation procedures are included in this form.

MAR-ICE CONTACT FORM

The form is a structured document with multiple sections for data entry. It includes fields for incident details, contact information, and a section for the requesting authority. The form is titled 'MAR-ICE CONTACT FORM' and includes the EMSA logo.

