REPORTING HAZMAT IN SAFESEANET

OBTAINING ACCURATE INFORMATION ON DANGEROUS AND POLLUTING GOODS ON BOARD SHIPS

EMSA

The transportation of dangerous and polluting goods has grown considerably over recent years. Unfortunately, the number and scale of maritime casualties involving ships carrying such goods are also increasing. Authorities involved in incident response operations are not always satisfied with the available information, thereby risking delays in the decision-making process for providing assistance to ships.

Accurate knowledge of dangerous or polluting goods being carried on board ships is essential to the effectiveness of safety and pollution response operations at sea. It is vital to minimise safety hazards and ensure a quick and effective response to maritime incidents, saving lives and property, and preventing pollution.

WHAT ARE DANGEROUS AND POLLUTING GOODS?

The term dangerous and polluting goods is defined in Directive 2002/59/EC, as amended (VTMIS Directive) and identified in the table below:

Type of goods	Dangerous				Polluting		
Convention	Solas				Marpol		
					Annex I	Annex II	Annex III
Code	International Maritime Dangerous Goods Code (IMDG)	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC)	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC)	International Maritime Solid Bulk Cargoes Code (IMSBC) (replacing BC code)	–	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC)	International Maritime Dangerous Goods Code (IMDG)
Description	Substances in packaged form	Chemicals in bulk	Liquefied gases in bulk	Hazardous Solid Bulk Cargoes	Oils in bulk	Noxious liquid substances in bulk	Substances in packaged form
Reference	Chapter 3.2	Chapter 17 (Hazards)	Chapter 19	Appendix 4 Materials with Group B or A+B	Appendix 1 List of Oils	Chapter 17 (Pollution Category)	Dangerous Goods List (Marine Pollutant)
Goods not listed in a code or convention	Goods not listed by name are classified under an n.o.s. entry	Goods for which carriage preconditions have been laid down in accordance with paragraph 1.1.6 of IBC	Goods for which carriage preconditions have been laid down in accordance with paragraph 1.1.6 of IGC	Goods for which carriage preconditions have been laid down in accordance with paragraph 1.3.1.1 of IMSBC			

Table 1 - Dangerous and Polluting Goods (Hazmat)

BENEFITS OF ACCURATE REPORTING

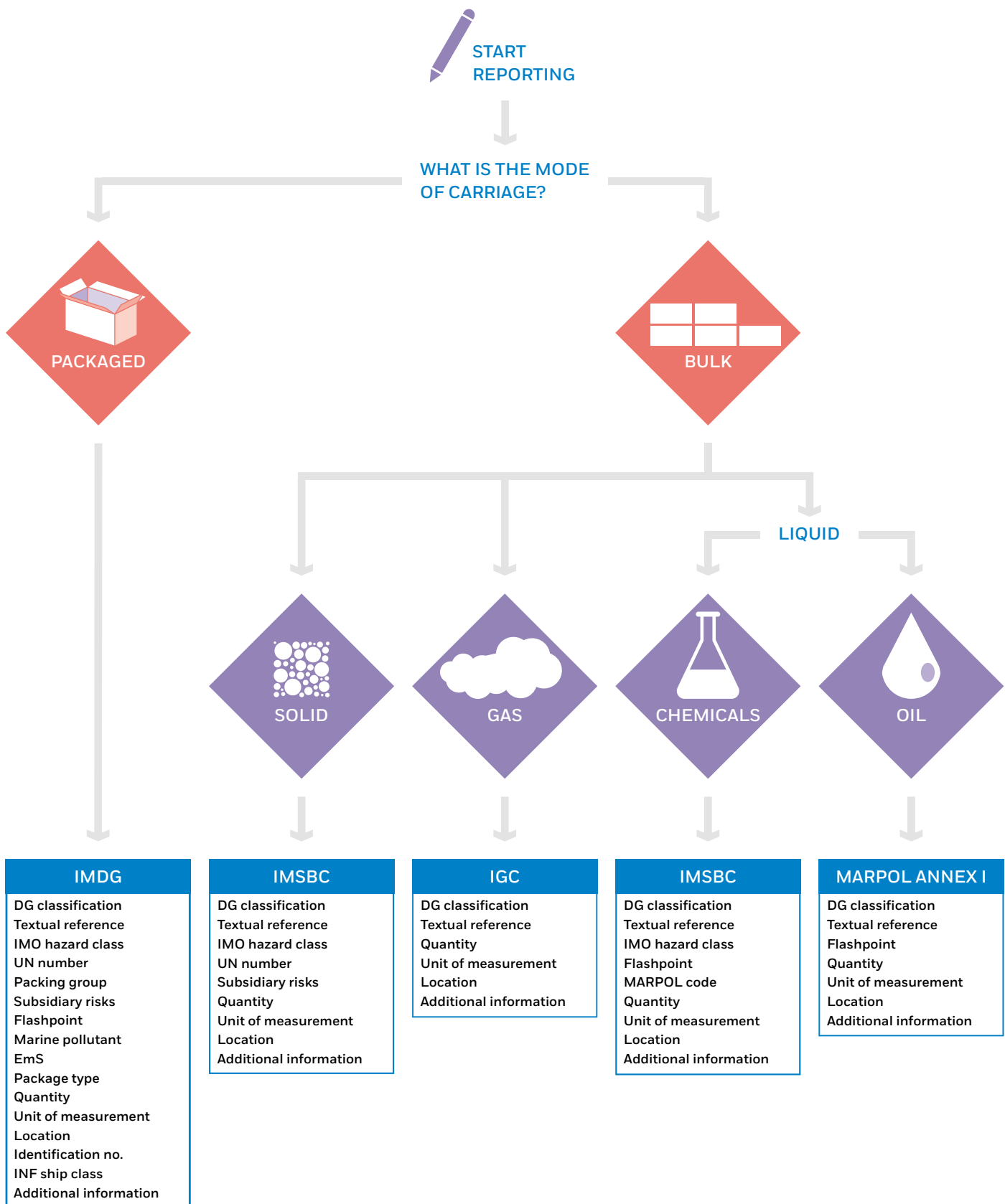The correct and accurate reporting of information on dangerous and polluting goods facilitates the:

- identification of cargoes and their characteristics
- appropriate handling, segregation and carriage
- response to accidents if location of dangerous and polluting goods is easily identified
- accommodation of ships in need of assistance at places of refuge
- risk assessments in ports and waters under the jurisdiction of a Member State
- collection of reliable statistics on accidents involving ships carrying dangerous and polluting goods.

WHAT TO REPORT

The European Union law applicable to reporting dangerous and polluting goods is the VTMIS Directive. In accordance with this Directive, reporting is based on identifying the correct information from the relevant legal instruments ratified by the International Maritime Organization (IMO): MARPOL Annex I, II, III and the related codes IMSBC, IMDG, IBC and IGC. Depending on the type of goods carried on board, the relevant codes or Conventions are applicable.

Reporting parties should ensure they are familiar with the legal instruments regulating the reporting obligations and procedures.

START REPORTING

WHAT IS THE MODE OF CARRIAGE?

PACKAGED

BULK

LIQUID

SOLID | **GAS** | **CHEMICALS** | **OIL**

IMDG	IMSBC	IGC	IMSBC	MARPOL ANNEX I
DG classification	DG classification	DG classification	DG classification	DG classification
Textual reference	Textual reference	Textual reference	Textual reference	Textual reference
IMO hazard class	IMO hazard class	Quantity	IMO hazard class	Flashpoint
UN number	UN number	Unit of measurement	Flashpoint	Quantity
Packing group	Subsidiary risks	Location	MARPOL code	Unit of measurement
Subsidiary risks	Quantity	Additional information	Quantity	Location
Flashpoint	Unit of measurement		Unit of measurement	Additional information
Marine pollutant	Location		Location	
EmS	Additional information		Additional information	
Package type				
Quantity				
Unit of measurement				
Location				
Identification no.				
INF ship class				
Additional information				

It is important to note that in some cases the information provided in the legal instruments is only indicative. It is the obligation of the ship reporting parties to verify the information with the dangerous goods transport documents which they receive from industry stakeholders. Any mismatches that result from cross-checking the information should be verified. Whenever this is not possible, the ship reporting parties should report what is stated in the dangerous goods transport documents. In addition, dangerous and polluting goods which are not listed in an IMO Code or Convention should also be reported.

WHEN TO REPORT

All ships should report any dangerous or polluting goods on board when:

- leaving a port of a Member State—at the latest at the moment of departure
- coming from a port located outside the European Union 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.

WHO SHOULD REPORT

All ships carrying dangerous or polluting goods, irrespective of their size, are obliged to comply with the notification requirements. It is the responsibility of a ship data provider—the operator, agent or master of a ship or any other person duly authorised by the operator of the ship—to submit notifications on dangerous and polluting goods. The SafeSeaNet National Competent Authorities are then responsible to make the relevant information available to other Member States through the SafeSeaNet system.

Member States may exempt individual vessels providing scheduled services, with voyages of a scheduled duration of up to 12 hours, from transmitting information on dangerous and polluting goods. Exemptions may be allowed for ship companies who have, to the satisfaction of Member States, introduced internal procedures to ensure that the same information can be sent electronically to the competent authority upon request 24 hours a day and without delay. Member States have to ensure that any deviations from the estimated time of arrival at the port of destination or pilot station of three hours or more are notified to the competent authority.

HOW TO REPORT

Information on dangerous and polluting goods should be transmitted electronically to the competent authorities designated by Member States via a national single window.

EXCHANGE VIA SAFESEANET

Member States shall make information on dangerous and polluting goods available in their national SafeSeaNet system to allow for its exchange with other Member States. SafeSeaNet, the European Union's maritime information and exchange system, links together the Member States and provides information in real-time for around 17 000 vessels operating in and around EU waters on a daily basis. In addition to information on dangerous and polluting goods, SafeSeaNet can provide the ship's particulars, position, status, time of departure and arrival, incident reports as well as information on waste and cargo residues and security.

FIND OUT MORE

For more information and to download a copy of the guidelines on Hazmat reporting in SafeSeaNet, please visit the following link: http://www.emsa.europa.eu/related-projects/reporting-of-hazmat-in-safeseanet.html.

The production of these guidelines was mandated by the High Level Steering Group on SafeSeaNet and has involved Member State authorities and industry organisations.

ABOUT THE EUROPEAN
MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the
European Union's decentralised agencies. Based in
Lisbon, the Agency's mission is to ensure a high level
of maritime safety, maritime security, prevention of and
response to pollution from ships, as well as response
to marine pollution from oil and gas installations.
The overall purpose is to promote a safe, clean and
economically viable maritime sector in the EU.

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