



MINISTÈRE DE LA TRANSITION ÉCOLOGIQUE

Liberté
Égalité
Fraternité

**Safe transport of AN and ANBF
in ports areas
Post-Beirut UN/OECD seminar 14/12/2021**

**Direction Générale de la Prévention des Risques
Service des Risques Technologiques
Sous-Direction des Risques Accidentels
Claude PFAUVADEL head of
Mission Transport de Matières Dangereuses**

Transport and handling of dangerous goods in ports areas

The French current scheme

Operations in ports areas fall into the definition of carriage

Carriage" means the change of place of dangerous goods, including stops made necessary by transport conditions and including any period spent by the dangerous goods in vehicles, tanks and containers made necessary by traffic conditions before, during and after the change of place.

This definition also covers the intermediate temporary storage of dangerous goods in order to change the mode or means of transport (trans-shipment). This shall apply provided that transport documents showing the place of dispatch and the place of reception are presented on request and provided that packages and tanks are not opened during intermediate storage, except to be checked by the competent authorities;

Others storages places fall under other regulations (Storage specific regulations, environmental protection, major accident regulations ...)

This presentation is only about the first case

Transport and handling of dangerous goods in ports areas

The French current scheme

A national framework regulation (RPM)



- Directly inspired by MSC.1/Circ.1216
- Dealing with all classes of dangerous and harmful goods (*oils in bulk, noxious liquid chemicals in bulk, liquefied gases in bulk, solid hazardous bulk cargoes, hazardous and harmful packaged goods*)
- All kinds of transport and handling, including bunkering operations, and temporary keeping
- Dedicated provisions for each class of dangerous goods
- Minimum requirements for segregation between Classes of DG in CTUs



Local regulations (RLMD)



- Locally implementing the national framework regulation (RPM) no TDG may be accepted in the port if there is no local regulation
- Adapting RPM to the local conditions:
 - Topography
 - Proximity with populated areas
 - Dedicated local provisions where foreseen by the national RPM
- A local regulation normally cannot be less stringent than the national RPM ...
- ... Except where the national RPM foresees possibilities of deviations

The French current national framework regulation for AN and ANBF

Summary of properties and hazards of AN and ANBF

General provisions

- Segregation with other Classes or Segregation Groups of DG (*directly inspired by the provisions of the IMDG Code Table 7.2.4 and Column (16b) of the Dangerous Goods List in Chapter 3.2*)
- Avoiding contact with contaminants (combustible ...etc...)
- Avoiding containment

Limitation of quantities of AN and ANBF (*determined by the local regulations*)

- These quantities are to be limited ship by ship on a same terminal receiving AN and/or ANBF
- The quantities are related to quantities of water available for emergency response

The French current national framework regulation for AN and ANBF (*continued*)

Restrictions for loading / unloading of AN and ANBF

- AN are to be loaded or unloaded only where packaged in bags or IBCs compliant with the provisions of the IMDG Code
- Most hazardous ANBF (UN 2067) are to be loaded or unloaded:
 - Only where packaged in bags or IBCs compliant with the provisions of the IMDG Code
 - And where compliant with Regulation (EC) No 2003/2003, in particular resistance to detonation

Keeping ashore

- AN and ANBF are normally to be evacuated immediately after unloading ("*pick and go*")
- Where not possible, they may be kept ashore (for a limited duration) in stockpiles:
 - The size (mass) of stockpiles are limited (250 metric tons for AN, 600 metric tons for ANBF)
 - With a minimum distance of 4 meters between the stockpiles

The French current national framework regulation for AN and ANBF (*end*)

Additional provisions for AN and ANBF

- A guard service is required for stockpiles or vehicles containing more than 200 metric tons of AN or ANBF
- During loading / unloading operations, and when a ship containing AN or ANBF is in the port, means of fire-fighting, provided by the port, are to be available, in addition to the means onboard ship

The French Post-Beirut national framework regulation for AN and ANBF

The Beirut port explosion triggered the creation of an independent trans-ministerial mission, in order to

- **Assess the relevance of the existing scheme and provisions for transport and handling of AN and ANBF in maritime ports**
- **Formulate recommendations related to these issues**

Main outcomes

- **Where a temporary keeping is necessary, the size of stockpiles and separation distances have been revised as well as Separatation distance with explosives (draft still subject to consultations procedures).**
- **Inland waterway carriage is covered by the ADN agreement according to which the loading and unloading points are designated by the competent authorities (in France the local « préfecture ». In order to help the local authorities to perform this task the amended national framework regulation for maritime ports will be used to create a national framework regulation for inland navigation ports**

The French Post-Beirut national framework regulation for AN and ANBF

New rules for stockpiles sizing and separation – for UN 2071 ANBF are unchanged

Quantité Q de l'îlot en tonnes	Espace entre îlots pour les engrais du n° ONU 2067 en mètres	Espace entre îlots pour le nitrate d'ammonium du n° ONU 1942 en mètres
$Q \leq 50t$	8m	9m
$50t < Q \leq 100t$	10m	11m
$100t < Q \leq 150t$	11m	12m
$150t < Q \leq 200t$	12m	13m
$200t < Q \leq 250t$	13m	14m

Guarding is now required from 50t instead of 200t

**Thank you for
your attention**