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Press Release

New guideline to improve transport of dangerous goods on inland ships

Launch of *International Safety Guide for Inland Navigation Tank-barges and Terminals* (ISGINTT)

Brussels, 8.6.2010

The new *International Safety Guide for Inland Navigation Tank-barges and Terminals* (**ISGINTT**) was launched today in Brussels at the Palais d'Egmont. Hosted by the Belgian delegation of the *Central Commission for the Navigation of the Rhine* (CCNR) ISGINTT has been presented to experts from the inland navigation and oil sectors.

ISGINTT has been developed in a concerted activity by CCNR, OCIMF, CEFIC, EBU, ESO, ESPO, EUROPIA, FETSA, SIGTTO and their members. Since 2006 these organisations have shared expertise to produce an inland waterway specific safety guide for tank barges and terminals based on internationally respected publication "*International Safety Guide for Oil Tankers and Terminals*" (ISGOTT, 5th edition).

The purpose of **ISGINTT** is to improve safe transport of dangerous goods at the interface of inland tank barges with other vessels or shore facilities (terminals). The intention is not to replace or to amend current legal requirements, but to provide additional recommendations. **ISGINTT** is the result of best practices as recommended by the participating organisations. **ISGINTT** guidance is compatible with existing international maritime guidance for sea going vessels.

ISGINTT is currently just available in English. To facilitate its use on European inland waterways, **ISGINTT** will also be published in Dutch, French and German. However, funding is still required for translation into these languages.

Mr. Geert van Keer, President of CCNR said:

"ISGINTT offers the opportunity to industry and shipping enterprises to actively contribute to improve safe working environments on ships and in terminals. It gives advice to protect the environment and contributes to an efficient transportation."

Captain David Cotterell, Director, OCIMF said:

"ISGINTT is a logical development focusing the applicable best practice principals of ISGOTT to the inland sector. We are confident that the application of ISGINTT will contribute to maintaining safety and environmental standards in the transportation, bunkering and storage of oil and products."

Mr. Peter van Dalen, MEP and Vice-President of the Transportation Committee said:

*“**ISGINTT** is an excellent example for a private agreement between different industries working together in a transportation chain. **ISGINTT** will help to keep safety of Inland Navigation in Europe on a high level and contribute to a likewise development worldwide.”*

Mr. Martin Shaw, Technical Vice-President, BP Shipping said:

*“**ISGINTT** shows us the huge responsibility we have for the safety of our barges and terminals. **ISGINTT** is an important tool that will help the industry manage this responsibility and promote the Safety of Inland Navigation Ship-Shore interface.”*

Mr. Gunther Jaegers, Chairman of the ISGINTT Steering Committee said:

“The fact that organisations from different industries agree on common working standards which will have an important influence on future work and investments is unique in inland navigation! The constructive and straight forward cooperation towards the ISGINTT guideline is a success story!”

Mr. Ed Wijbrands, Europa said:

*“**ISGINTT** is the result of an excellent co-operation between various stakeholders in the industry and offers the opportunity to improve safety and close gaps between ‘ship and shore’ on inland shipping and terminal operations.”*

ISGINTT is available as a free download at www.isgintt.org.

What is ISGINTT about?

The Guide is divided into five sections: “General Information”; “Tanker Information”; “Terminal Information”, the “Management of the Tanker and Terminal Interface” and “Additional Information for the Handling of Liquefied Gases”.

The purpose of the Guide is also to provide operational advice to assist personnel directly involved in tanker and terminal operations. It does not provide a definitive description of how tanker and terminal operations are conducted. It does, however, provide guidance on, and examples of, certain aspects of tanker and terminal operations and how they may be managed. Effective management of risk demands processes and controls that can quickly adapt to change. Therefore, the guidance given is, in many cases, intentionally non-prescriptive and alternative procedures may be adopted by some operators in the management of their operations. These alternative procedures may exceed the recommendations contained in this Guide.

It is recommended that a copy of the Guide be kept and used on board every tanker and in every terminal to provide advice on operational procedures and the shared responsibility for operations at the ship/shore interface.

It is not the purpose of the Guide to make recommendations on design or construction of tankers. Information on these matters may be obtained from intergovernmental organisations, national authorities and from authorised bodies such as classification societies active in the field of inland navigation. Similarly, the Guide does not attempt to deal with certain other safety related matters, e.g. navigation and shipyard safety, although some aspects are inevitably touched upon.

ISGINTT is a cooperation of the following partners:

Central Commission for the Navigation of the Rhine (CCNR), www.ccr-zkr.org

CCNR is an international organisation created by the Congress of Vienna and ruled by the Revised Convention for the Navigation of the Rhine.

Oil Companies International Marine Forum (OCIMF), www.ocimf.com

OCIMF is a voluntary association of oil companies having an interest in the shipment and terminalling of crude oil and oil products. OCIMF is organised to represent its membership before, and consult with, the International Maritime Organization and other government bodies on matters relating to the shipment and terminalling of crude oil and oil products, including marine pollution and safety.

European Barge Union (EBU), www.ebu-uenf.org

EBU's aim is to represent the interests of inland navigation on a pan European level and to deal with all questions, arising out of the future development of the inland navigation industry and inland waterway transport.

European Chemical Industry Council (CEFIC), www.cefic.org

CEFIC is the Brussels-based organization representing the European chemical industry.

European Petroleum Industry Association (EUROPIA), www.europia.com

EUROPIA represents the oil refining and marketing industry in Europe. EUROPIA contributes in a constructive and proactive way to the development of EU policies, while promoting and enhancing the reputation of the oil industry.

European Sea Ports Organisation (ESPO), www.espo.be

ESPO's mission is to influence public policy in the EU in order to achieve a safe, efficient and environmentally sustainable European port sector, operating as a key element of a transport industry where free and undistorted market conditions prevail, as far as practicable.

European Skippers Organisation (ESO), www.eso-oeb.org

ESO looks after the interests of the European private inland shipping entrepreneurs on the European level.

Federation of European Tank Storage (FETSA), www.fetsa.org

FETSA's main role is to monitor the development of European legislation that potentially may affect the tank storage industry and to deploy the knowledge and skills of its members to assist authorities in the development of effective and workable regulations.

Society of International Gas Tanker and Terminal Operators (SIGTTO), sigtto.re-invent.net

SIGTTO is a non profit making company, formed to promote high operating standards and best practices in gas tankers and terminals throughout the world. It provides technical advice and support to its members and represents their collective interests in technical and operational matters.

For further details and interview opportunities please contact:

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