

Ministry of Infrastructure and Water Management

Fumigated cargo: new provisions in ADN

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Introduction

NIELS REMERS-MIJNDERS

- Dutch National Institute for Public Health and the Environment
- ADN HoD

JOB SCHUTTE

- Ministry of Infrastructure and Water Management
- ADN delegation

Legislative process

- Correspondence group
  - Chairmanship: Germany
- Numerous meetings (Bonn, Ghent, Berlin, etc.)
- With as many relevant stakeholders as possible
  - Both governmental delegations as economic operators

New ADN provisions: an overview

SP 804 of ADN

- In-transit fumigation on board vessels is prohibited
- Documentation requirements
- Removal of residues of fumigants by the consignor
- Threshold values
- Clearance measurement by the filler
- Warning devices in every area where people are present
- Mandatory notification to competent authority in case of an incident
- Model for reporting of incidents



Documentation requirements

- Documents associated with the carriage of bulk cargo, previously fumigated, shall include the following information: 'Transport in accordance with Special Provision 804 of ADN' and the following entries:
- (i) Identification Number 9007;
- (ii) Name and description 'BULK CARGO, PREVIOUSLY FUMIGATED';
- (iii) name and address of consignor;
- (iv) place of loading and place of unloading;
- (v) name and address of consignee.
- This statement shall be drafted in an official language of the forwarding country and also, if the language is not English, French or German, in English, French or German, unless agreements, if any, concluded between the countries concerned in the transport operation provide otherwise.

Removal of residues

- The consignor in accordance with 1.2.1 of ADN shall ensure that all retrievable residues of fumigants, i.e. sleeves or sachets, if used, are removed from lots intended for loading into the vessel and disposed of properly. The information shall be kept on board in text form during the journey and during unloading.



Threshold values

- The filler in accordance with 1.2.1 of ADN shall ensure that after filling BULK CARGO, PREVIOUSLY FUMIGATED into the cargo holds of the vessel, the remaining concentration of the following toxic gases and vapours resulting from fumigants in the surrounding air shall be below the following values, as applicable:

Fumigant	Value
Phosphine	
cargo holds	0.1 ppm
every area where members of the crew or other persons on board are present	0.03 ppm
Sulfuryl fluoride	0.1 ppm
Methyl bromide*	0.25 ppm

** Banned by European Union (EU) law for use in those Contracting Parties that are Members of the European Union.*

Clearance measurement by the filler

- The filler in accordance with 1.2.1 of ADN shall ensure that a clearance measurement has been performed after filling and that the above-mentioned thresholds are complied with. The information shall contain the measured value and the exact measurement method and be kept on board in text form during the journey and during unloading.



Warning devices in every area where people are present

- In every area where members of the crew or other persons on board are present, a warning device appropriate for the previously used fumigant shall be used and shall sound an alarm at the latest at a value of 0.03 ppm for phosphine, 0.1 ppm for sulfuryl fluoride and 0.25 ppm for methylbromide. Maintenance of the devices shall be in accordance with the instructions of the manufacturer.



Mandatory notification of the competent authority

- When during the journey there is a reasonable suspicion that the cargo still or again releases residual amounts of fumigant above a value mentioned under (d), the competent authority shall be notified without delay and the vessel shall be stopped at a suitable berthing area, assigned by the competent authority, until gas levels reach a safe level as per the table above.



Model for reporting of incidents (I)

- If an accident or incident takes place during filling, carriage or unloading of BULK CARGO, PREVIOUSLY FUMIGATED on the territory of a Contracting Party, the filler, carrier or unloader, respectively, shall ascertain that a report in text form is made to the competent authority of the Contracting Party concerned at the latest one month after the occurrence.
- An occurrence subject to report in accordance with 1.8.5.1 has occurred if fumigants in concentrations above the thresholds named in paragraphs (d) and (f) were measured, if personal injury occurred or if the authorities were involved.

Model for reporting of incidents (II)

1. Mode
Inland waterway: Official number of vessel/name of vessel (optional):
2. Specification of Bulk Cargo
Cargo: Origin: Date and place of loading: Amount: Mode of transshipment:
3. Date and location of occurrence
Year/Month/Day: Time: Location: (e.g. country, village, waterway, kilometre point)
4. Particular weather conditions
Weather (e.g. clear, rain, storm) Relative humidity: Temperature in °C:
5. Description of occurrence
Situation (e.g. during loading, vessel under way) Operation: (e.g. report by employees, activation of warning device, measured concentration of fumigant)
6. Consequences of occurrence
Corrective actions taken at loading facility/on board: Involvement of authorities: Personal injury in connection with the goods involved: Evacuation of persons: Closure of public traffic routes or transhipment facilities:

Latest updates

- Evaluation process
  - Chair: Switzerland
- Information campaign
  - Netherlands in the lead



Request

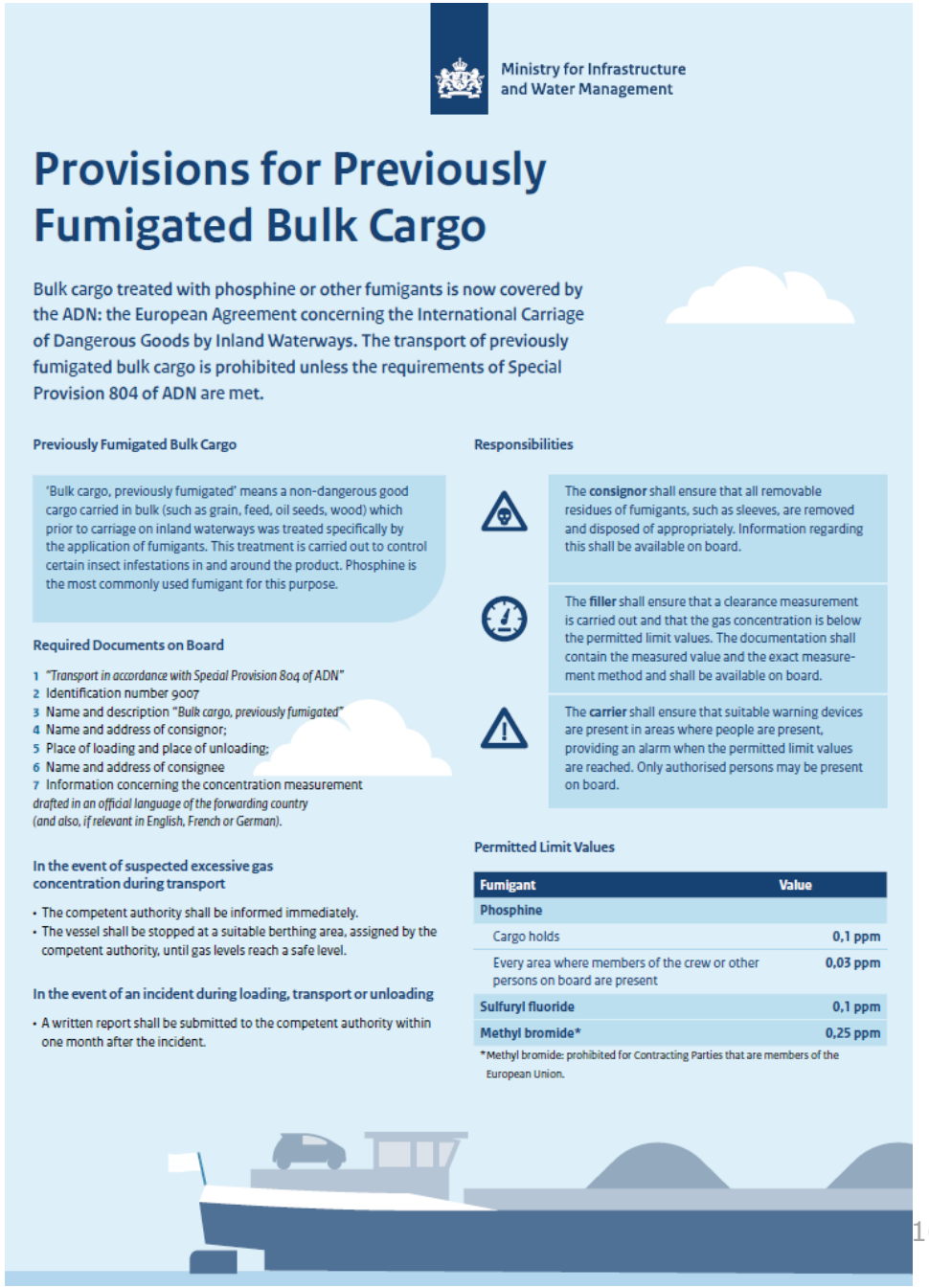
- Please inform your national stakeholders about the new ADN provisions



Infographic

Free to use

Also in German and Dutch



Ministry for Infrastructure and Water Management

Provisions for Previously Fumigated Bulk Cargo

Bulk cargo treated with phosphine or other fumigants is now covered by the ADN: the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways. The transport of previously fumigated bulk cargo is prohibited unless the requirements of Special Provision 804 of ADN are met.

Previously Fumigated Bulk Cargo

'Bulk cargo, previously fumigated' means a non-dangerous good cargo carried in bulk (such as grain, feed, oil seeds, wood) which prior to carriage on inland waterways was treated specifically by the application of fumigants. This treatment is carried out to control certain insect infestations in and around the product. Phosphine is the most commonly used fumigant for this purpose.

Required Documents on Board

1 *"Transport in accordance with Special Provision 804 of ADN"*
2 Identification number 9007
3 Name and description *"Bulk cargo, previously fumigated"*
4 Name and address of consignor;
5 Place of loading and place of unloading;
6 Name and address of consignee
7 Information concerning the concentration measurement

drafted in an official language of the forwarding country (and also, if relevant in English, French or German).

In the event of suspected excessive gas concentration during transport

- The competent authority shall be informed immediately.
- The vessel shall be stopped at a suitable berthing area, assigned by the competent authority, until gas levels reach a safe level.

In the event of an incident during loading, transport or unloading

- A written report shall be submitted to the competent authority within one month after the incident.

Responsibilities

The **consignor** shall ensure that all removable residues of fumigants, such as sleeves, are removed and disposed of appropriately. Information regarding this shall be available on board.

The **filler** shall ensure that a clearance measurement is carried out and that the gas concentration is below the permitted limit values. The documentation shall contain the measured value and the exact measurement method and shall be available on board.

The **carrier** shall ensure that suitable warning devices are present in areas where people are present, providing an alarm when the permitted limit values are reached. Only authorised persons may be present on board.

Permitted Limit Values

Fumigant	Value
Phosphine	
Cargo holds	**0,1 ppm**
Every area where members of the crew or other persons on board are present	**0,03 ppm**
Sulfuryl fluoride	**0,1 ppm**
Methyl bromide*	**0,25 ppm**

*Methyl bromide: prohibited for Contracting Parties that are members of the European Union.

Any questions? Feel free to reach out!

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