



MINISTRY OF TRANSPORT OF VIET NAM
VIET NAM MARITIME ADMINISTRATION

SAFETY FOR DANGEROUS GOODS TRANSPORTATION IN VIET NAM



Thailand, Dec 2022



PRESENTATION OUTLINE

Overview of Viet Nam maritime transportation

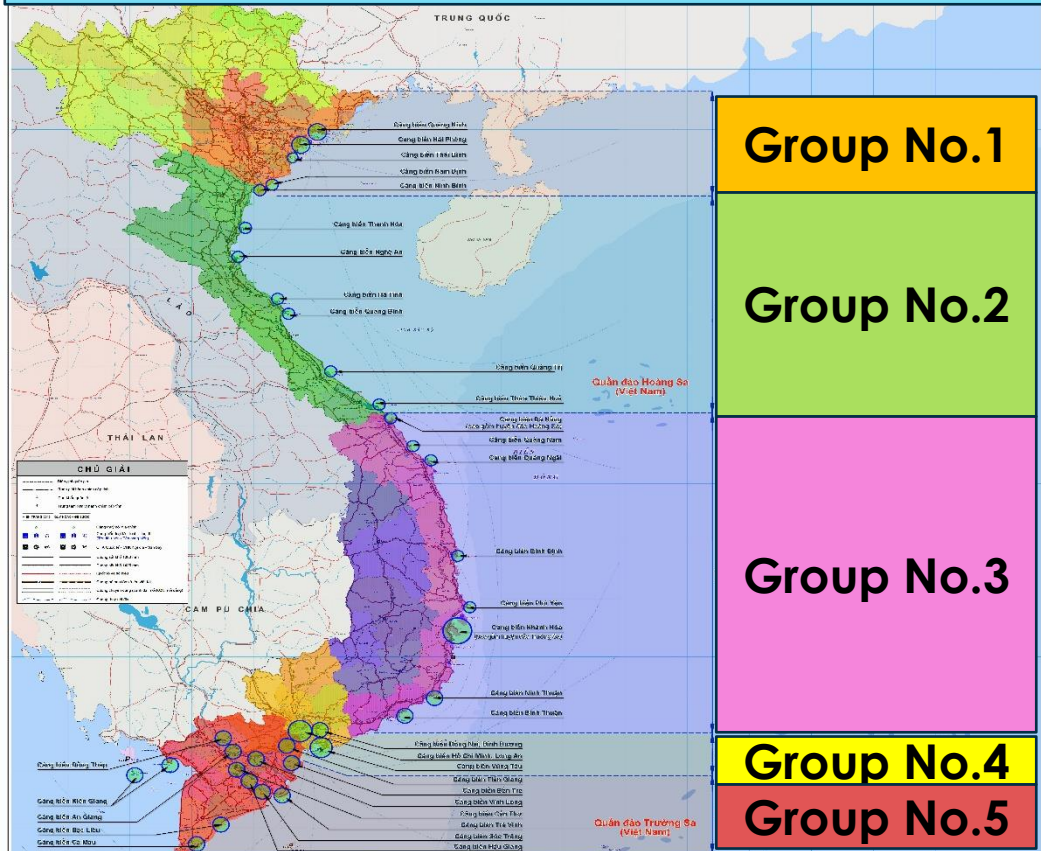
Current situation of DGS management in Viet Nam

Recommendation



OVERVIEW OF VIET NAM MARTIME TRANSPORTATION

Viet Nam's seport system



Coastline: > 3.260km

5 groups of port

45 Ports, 286 Berths

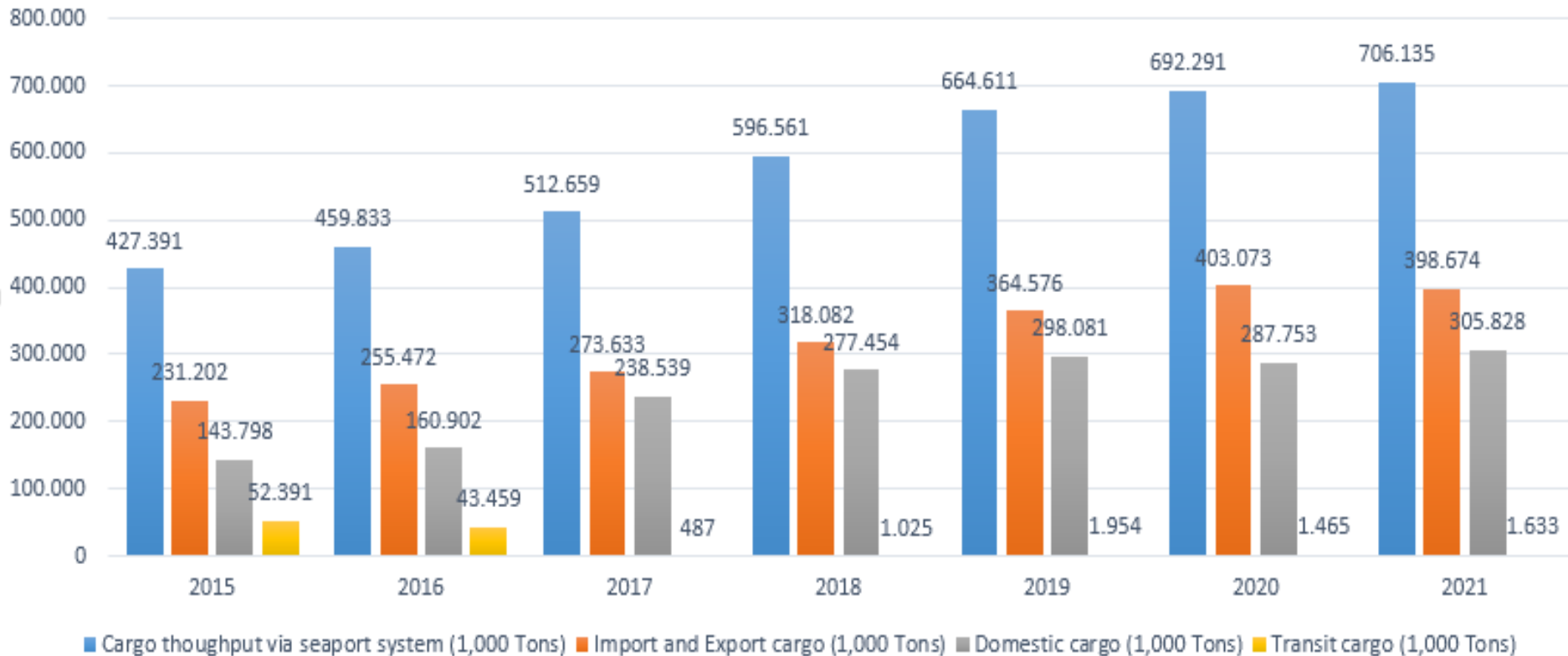
96 km Berth Length

Designed Capacity:

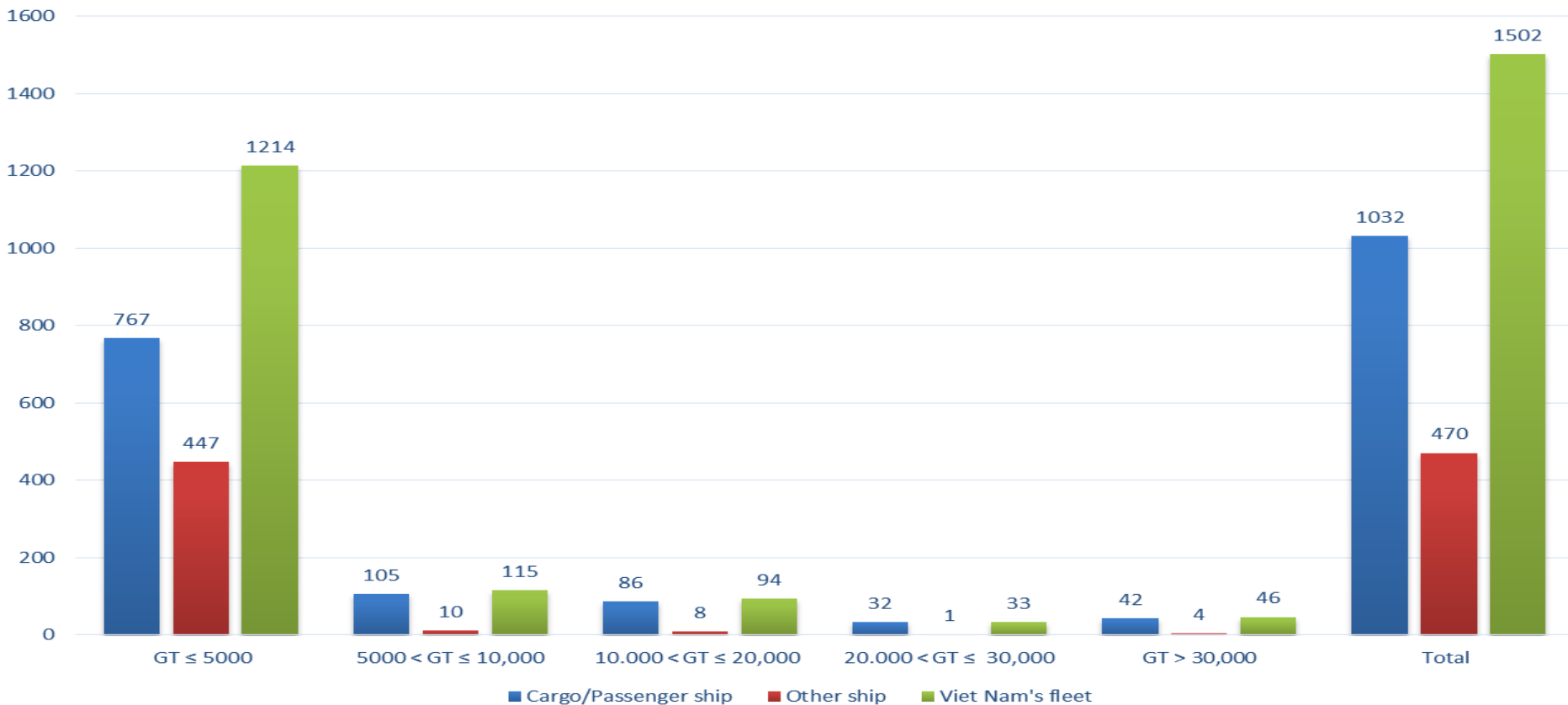
730-750 Mil. T annually

OVERVIEW OF VIET NAM MARTIME TRANSPORTATION

Cargo throughput via Viet Nam seaport system

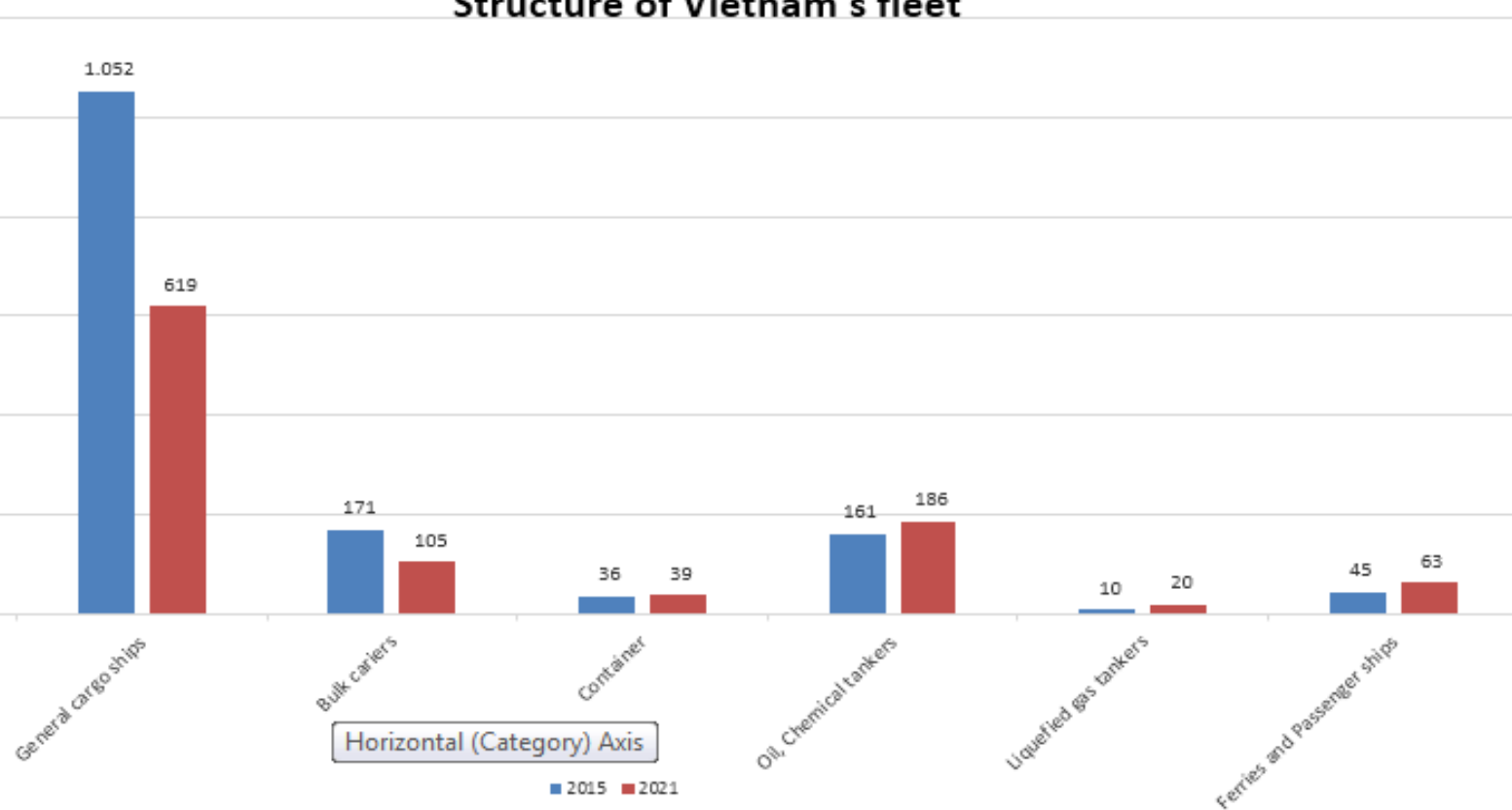


Vietnam's fleet by Gross Tonnage (December 31, 2021)



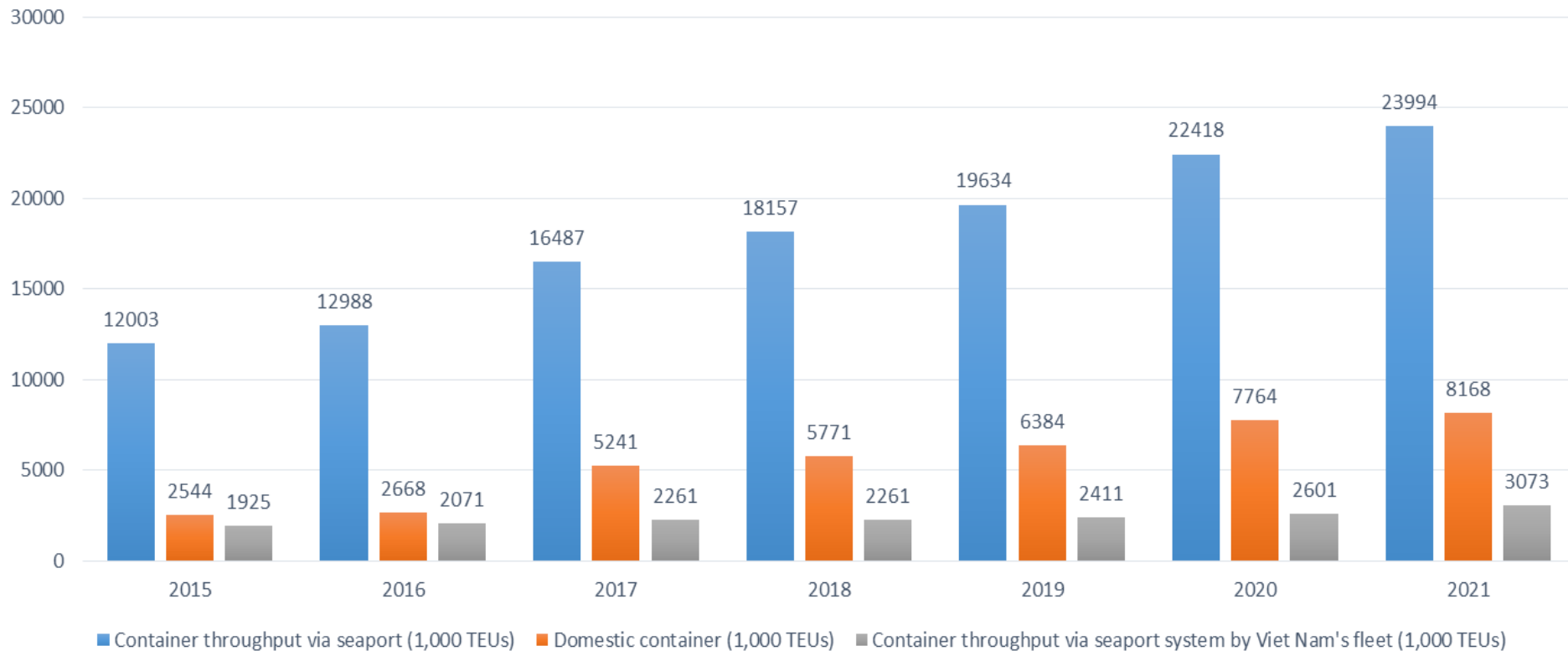
OVERVIEW OF VIET NAM MARTIME TRANSPORTATION

Structure of Vietnam's fleet



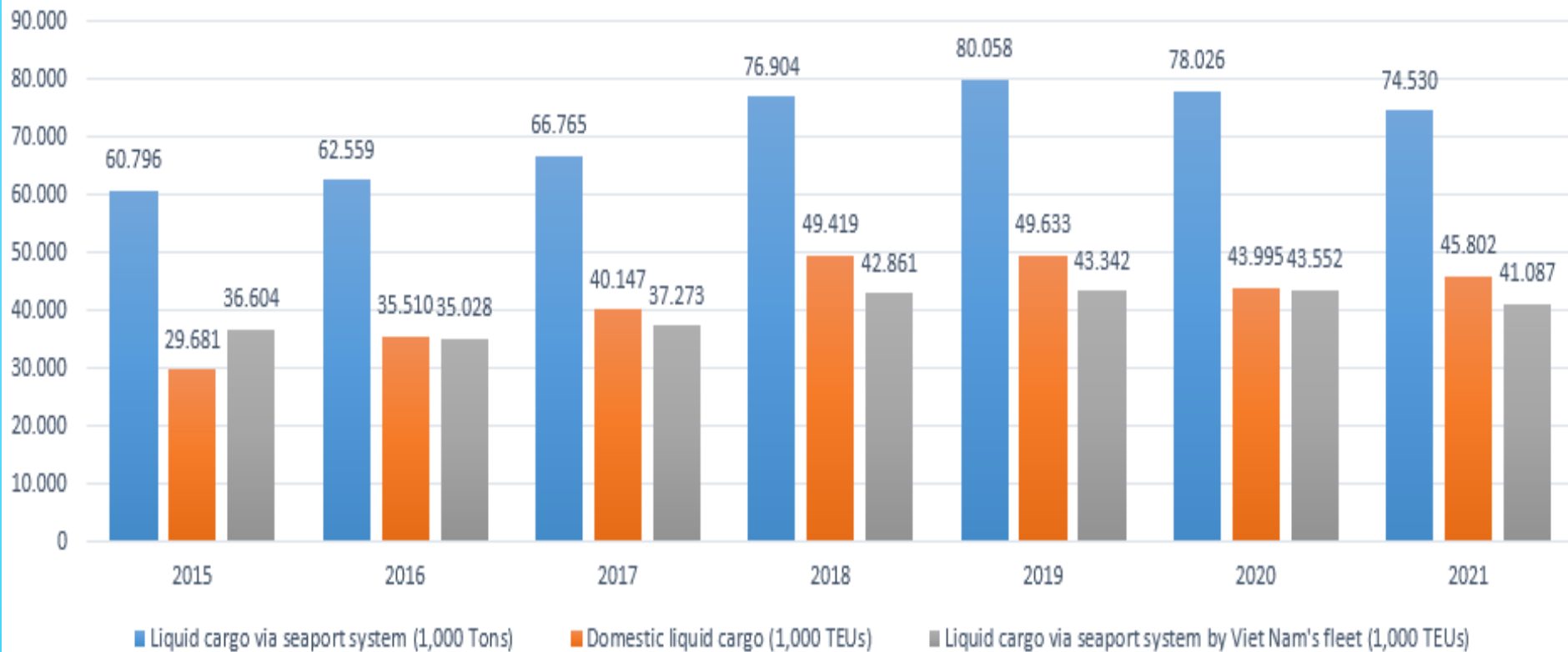
OVERVIEW OF VIET NAM MARTIME TRANSPORTATION

Container throughput via seaport system by Viet Nam's fleet



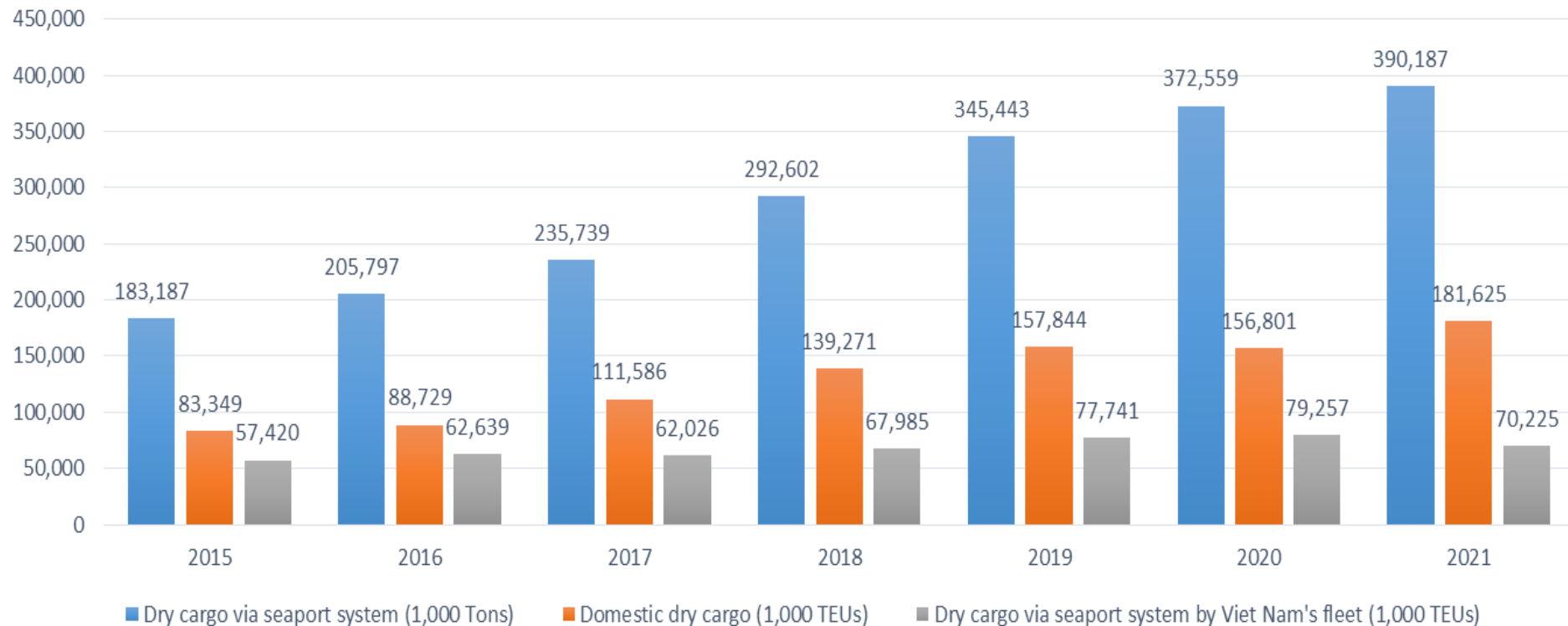
OVERVIEW OF VIET NAM MARTIME TRANSPORTATION

Liquid Cargo throughput via seaport system by Viet Nam's fleet



OVERVIEW OF VIET NAM MARTIME TRANSPORTATION

Dry cargo throughput via seaport system by Viet Nam's fleet



CURRENT SITUATION OF DGS MANANGEMENT IN VIET NAM

All modes of transport used to move DGs

	All modes of transport used to move DGs				
	By sea	By inland water ways	By land	By rail	By air
Inter'l Con/Code	SOLAS, MARPOL IMDG, IMSBC, IBC, IGC, INF, CTU, Ems	AND	ADR (Europe)	RID	ICAO-TI
National legislation	Viet Nam Maritime Code (2015)	Inland waterway traffic law (2004, 2014)	Road traffic Law 2008	Railway Law June 16, 2017	Law on Civil Aviation of Vietnam 2006
	- Law on Environmental Protection 2014				
	Law on Occupational Safety and Hygiene 2015	- Law on Atomic Energy 2008 - Law on Chemicals 2018			
	Decree No. 58/2017/ND-CP regulates some articles of the Viet Nam Maritime Code on management of maritime	Decree 42/2020/ND-CP: List of dangerous goods, transport of dangerous goods by road motor vehicles and transport of dangerous goods on inland waterways.		Decree 65/2018/ND-CP detailing the implementation of a number of articles of the Law on Railways	
	Circular 46/2017/TT-BGTVT of the Ministry of Transport regulates the safety and prevention of environmental pollution caused by the transportation of DGs at sea	Circular No. 37/2020/TT-BCT of the Ministry of Industry and Trade: stipulating the list of dangerous goods that must be packed in the process of transporting and transporting dangerous goods by road and rail motorized vehicles and inland waterways			Circular No. 42/2020/TT-BGTVT of the Minister of Transport Circular No. 18/2011/TT-BGTVT of the Minister of Transport



CURRENT SITUATION OF DGS MANANGEMENT IN VIET NAM

Circular 46/2017/TT-BGTVT of the Ministry of Transport regulates the safety and prevention of environmental pollution caused by the transportation of DGs at sea

Dangerous goods are goods containing dangerous substances capable of causing **harm to life, human health, the environment, safety and national security**, falling into the following categories:

Substances and categories of **classes 1 through 9** of the **IMDG Code**

Dangerous goods transported in solid form in bulk are in **Group B** under the **IMSBC Code**

Substances carried by ships carrying liquid cargo: having a flash point not exceeding 60°C, either as a liquid cargo as defined in **Annex 1 of the MARPOL Convention**, or as defined as a "toxic liquid" under section 1.3 .23 **Chapter 1 of the IBC Code**, or listed in **Chapter 19 of the IGC Code**

CURRENT SITUATION OF DGS MANAGEMENT IN VIET NAM

Circular 46/2017/TT-BGTVT of the Ministry of Transport regulates the safety and prevention of environmental pollution caused by the transportation of DGs at sea

Ch. II Regulations on the storage equipments, classification, packaging, labelling and marking DGs: in compliance with IMDG

Ch. III Safety regulations on transportation of DGs by sea-going vessels: in compliance with SOLAS, IMDG, IMSBC, IBC, IGC, INF, CTU regulations

Ch. IV Regulations on prevention of environmental pollution in transportation of DGs by sea-going vessels: in compliance with MARPOL and IMDG regulations

Ch. V Report in case of accidents/incidents related to DGs

Ch. VI Responsibilities of related organizations, individuals and state agencies: Consignor, Carrier, Ship-owner, Ship captain

CURRENT SITUATION OF DGS MANANGEMENT IN VIET NAM

NATIONAL LEGISLATION **on** **Transportation of DGs at sea**

Advantage

Viet Nam is members of Inte'l Conventions and Codes relating to DGs

Viet Nam Gov has internalized the provisions of conventions and international treaties on DGs

Disadvantage

Spitulated by different laws, not only Maritime Code

Recommendation from IMO: "Although national legislation has been enacted regarding the IMDG code, there is no mechanism to monitor or check its implementation. Specifically, there is no evidence of dangerous goods inspection. Insurances shipped from Vietnamese ports are packed and labeled in accordance with the requirements of the IMDG Code"

CURRENT SITUATION OF DGS MANANGEMENT IN VIET NAM



CURRENT SITUATION OF DGS MANANGEMENT IN VIET NAM

CONTROL OF DGs IN PRIVATE SECTOR

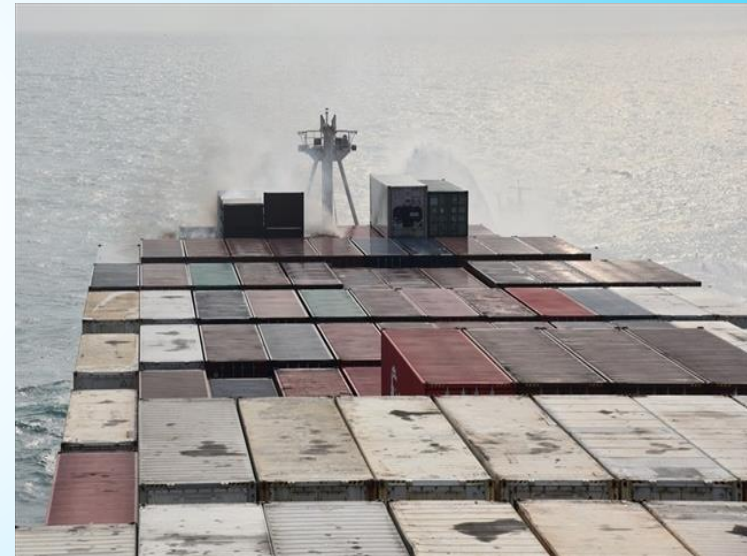
PROCEDURE OF HANDLING INBOUND DANGEROUS GOODS CONTAINER

Procedure Step	Person in charge	Description of work	Document
Receive request of discharging D/G container	- S/O	- Send Manifest, list of container to be discharged, D/G list to SO-ITC - Send special instruction of handling to SP-ITC if any	- Manifest - Discharging - D/G List
Inform all parties concerned	- Control Room - Stevedore	- create Import status in TMS system for MA, CY to plan - inform TSD, safety section, PGM, MA, CY about D/G cargo, used TSD's format - highlight CMC of D/G container by special mark	- CMC - Email - CMC
Study D/G cargo and guide handling rule	- Safety section	- Study the D/G cargo - Guide MA and CY specific handling and stacking rules. - Advise Emergency plan	
Prepare discharging and stacking	- MA Sup. - CY	- Advise and instruct stevedores handling rules - Prepare necessary equipment for coping with emergency - Determine location for stacking and clear if necessary - Instruct CY staffs about stacking location, handling rules	
Discharge D/G container and stacking in CY	- Stevedores - MA Sup. - CY	- Inform CY 15 minutes before discharging - Discharging D/G container from ship, precisely follow instruction and handling rules - Supervise discharging - Stack D/G container in assigned location, precisely followed instruction and handling rules	- CMC
Make Report and Monitor D/G Container	- Stevedores - CY - Security - MA Planner	- Update the system with location of D/G container - Inform Safety and Security about location of D/G container - Remind staffs to take care of the container specially - Patrol and monitor the container, keep outside people out of the D/G container - Made D/G discharged list and report - Deliver to Chief Officer for certifying	- CMC - Email - D/G discharge list

Example of SP- ITC
International
Container
Terminal

INCIDENT ON SHIP:

- 8 March 2022
- **Ship:** APL Cairo
 - + Type: Container ship
 - + Nationality: Singapore
 - + IMO No: 9234109
- **Location:** Territory of Binh Thuan (Ninh Thuan province), Viet Nam, route from Cat Lai Port (Ho Chi Minh City) to Hong Kong
- **Incident:** 05 containers containing wooden planks on fire



CURRENT SITUATION OF DGS MANANGEMENT IN VIET NAM

SHIPPING LINES - DGs management

Advantage

Manage items according to IMO class & UN No

The management is usually coordinated by a center in charge of exploitation (regional level or higher)

Disadvantage

Many shippers and forwarding companies lack knowledge about dangerous goods, packing, packing, specifications and labeling in accordance with transportation regulations, etc.

Lack of facilities to print or issue special labels for dangerous goods. Shipping lines provide or self-printed goods owners based on self-searching information, so there are many cases of using labels that do not meet quality and specifications, causing the risk of fines at foreign ports.

Not enough training courses on dangerous goods, mainly in Ho Chi Minh city. Localities with ports hardly organize these training courses for many people to access

For some Shipping lines: the staff has little or no training in dangerous goods. Most of them follow the regulations or instructions of the responsible department, so they do not fully understand the nature, so there is a lack of in-depth and complete advice for customers

INCIDENT AT PORT:

- Nov 2015
- **Ship:** Contship Ace (Nationality: Russia)
- **Location:** Nam Hai bert, Hai Phong port area, Viet Nam
- **Incident:** during the unloading, 1 container accidentally fell off and hit the white phosphorous container, which led to the leak of white phosphorous and then caused the major fire



CURRENT SITUATION OF DGS MANAGEMENT IN VIET NAM

Port operators - DGs management

Advantage

Manage items according to IMO class & UN No

Clear and transparent of DGs management procedures

Port has control for import cargoes through manifest declaration from the shipping line sent before the ship arrives. When the containers arrive at the yard, they are controlled and loaded according to safety regulations on prevention of leakage and fire.

Disadvantage

For export goods:

- Some shippers do not use specialized vehicles for DGs container
- DGs do not have IMO stamps for DGs until reach the berth

For some ports: not enough training for DGs

RECOMMENDATION

Mechanism in place to supervise or verify Codes relating to DGs

The necessity of developing comprehensive legal instruments/legislation on DGs

The importance of coordination among agencies in the management of DGs and also the handling and rescue activities

The importance of training and raising awareness on DGs and rescue activities

Frequent practice of simulation exercises in case of fire, toxic gas leakage, mass evacuation

Environmental affection precaution and pollution handling

Int'l Cooperation on DGs management



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Thank you for your attention