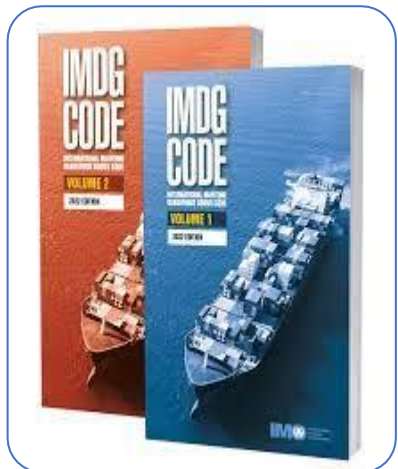




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## DURRES PORT AUTHORITY TRANSPORT, HANDLING, AND STORAGE OF DANGEROUS GOODS

- **According to the International Maritime Dangerous Goods Code (IMDG Code)**  
*“Carriage of dangerous goods by sea is regulated in order reasonably to prevent injury to persons or damage to ships and their cargoes. The carriage of marine pollutants is primarily regulated to prevent harm to the marine environment. The objective of the IMDG Code is to enhance the safe carriage of dangerous goods while facilitating the free unrestricted movement of such goods”*
- **In context to the decision no. 16 dated 23.12.2021, the Governing Council of the Durres Port Authority has approved the Regulation for the Processing of Dangerous Goods in the Port of Durres**





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**Durres Port Authority in accordance with its mission to provide port facilities and services, is committed to providing a safe system for transporting and processing dangerous goods within the port area.**

**The objectives are:**

- 1. Implementation of national and international legislation for the transport of dangerous goods.**
- 2. Instruct all agents, port users/employees/responsible structures in the processing of dangerous goods.**
- 3. Documentation of the entire process of dangerous cargo.**
- 4. Equipping all employees who deal with dangerous goods and safety equipment where require training in their use**



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## The Main Problems That Our Port Is Facing, Regarding Transport, Handling, And Processing The Dangerous Goods

1. Employees involved indirectly or directly in the process of processing dangerous goods need to be trained on the national-international legal and administrative acts that determine the way of processing dangerous goods, the loading and unloading of dangerous goods, the supporting documents that accompany the handling of dangerous goods as well as the supervision of the implementation of protective and security measures.
2. The infrastructural developments of the new port in Porto-Romano, the incorporation of the Hydrocarbons port, and the creation of a large and new logistics center dictate the need to take measures to increase human capacities about the transport of dangerous goods, the recognition of safety systems and plans, as well as the growth and strengthening of structures that intervene in cases of accidents and disasters.
3. The Center of Excellence for Maritime Affairs needs to have very professional experts in this field. Is very hard to find someone in Albania that is an expert in dangerous goods, and for this reason the center must find the opportunity to collaborate with an international training center or/and organization in a way to train and prepare its experts in this field.
4. There is an obvious lack of data records on goods, volumes as well as other necessary data on dangerous goods. In the transport of dangerous goods, it is essential to have complete and accurate data. This requirement was highlighted in 2018 by the European Maritime Safety Agency (EMSA) which published the Guidelines for Hazmat reporting in SafeSeaNet. The recommendations of this guidance aim to have the quality and accuracy of the transmission of information/reports on dangerous goods and/or pollutants on the SafeSeaNet computer system harmonizing these reports within the member states.



## *What We Are Doing To Solve The Main Problems, Regarding Dangerous Goods?*

**1. Very important collaboration with the Permanent Secretariat of Transport and the Technical Committee of TDG is an excellent opportunity for Durres Port Authority and CEMA. With the assistance of TC, Durres Port Authority has completed a TAIEX application “Adjustment of procedures applicable for implementation of IMDG code in the context of Directive 2008 /68 /EC”, and very soon CEMA will develop a series of events on the transport of dangerous goods.**

These events aim to:

- Raise awareness for the IMDG Code 2020 Edition – incorporating amendment 40-20 which came into force on 01 June 2022, by imparting knowledge related to hazards involved in the carriage of dangerous goods to individuals/subjects that will effectively contribute to the safe carriage of these goods at sea.
- Meet the general awareness/mobilization training requirements and the certifications based on IMDG Code (Chapter 1.3) as well as CFR 49 (Transportation) and STCW sections A-II/1 and A-II/2.
- Implement the EU acquis for persons involved with the transport of dangerous goods to understand, read and apply the provisions of the IMDG Code which were developed as an international code for the maritime transport of dangerous goods in packaged form, in order to enhance and harmonize the safe carriage of dangerous goods and to prevent pollution to the environment.
- Look into ways in ensuring coherence of land procedures according to Directive 2008/68/EC (i.e. RID and ADR) and IMDG Code.



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2. Centre of Excellence for Maritime Affairs, in collaboration with the APEC Training Centre and the Port of Antwerp and Bruges, has started on 5 June a training program on IMDG code, ADR, and RID with the expert **Mr. Paul Wauters**. In this training program has participated all the private port and public institutions, such as:

- General Maritime Directorate, Albanian Railways, incl. Central administration, with the Internal services units, economic unit, Infrastructure management unit, Freight business transport unit in the interoperability with the Maintenance of Rolling stock unit, and the Durres Municipality, aiming a greater visibility to Local government, for their human management department, and firefighting services departments.

3. Durres Port Authority will work continuously with institutions such as the General Maritime Directorate, Albanian Railways, General Directorate of Road Transport Services, MIE, and public /private ports and all the stakeholders to identify the problems regarding the implementation and applicability of the IMDG Code, ADR, RID and ADN.



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## Maritime Transport – Durrës Port Authority



THANK YOU.