



**Federale Overheidsdienst
Mobiliteit en Vervoer**
Maritiem Vervoer

SHIPPING INSPECTION - HAZMAT
Tavernierkaai 3
Loodsgebouw
BE-2000 Antwerpen
Tel. : +32 (0)3 229 00 30 - Fax : +32 (0)3 229 00 31

Your contact
Lode BRUIJN
Scheepvaartcontrole - Hazmat
Tel : +32 (0) 229 00 60 - Fax : +32 (0) 3 229 00 65
mobile : +32 478 825 801
e-mail : lode.bruijn@mobiliteit.fgov.be

Ondernemingsnr. 0 308 357 852

As from January 1st 2007, the dangerous cargo department of the Belgian Shipping Inspection, HAZMAT, will adjust the consequences of its inspections.

Ship inspections:

Ship inspections amongst others including the inspection of certain documents such as Dangerous Goods Declarations, Container/Vehicle Packing Certificates and Dangerous Cargo Manifests, will be sharpened and incomplete Dangerous Goods Declarations and Container/Vehicle Packing Certificates (the person signing this declaration shall be identified on this document) will give rise to the goods being detained for shipment.

If the cargo is already loaded on board at the time of inspection, it will have to be discharged immediately.

By doing so, Hazmat implements SOLAS Chapter VII, Part A, Regulation 4. Containers and Vehicles which are prohibited for carriage will often be submitted to an in depth inspection by Hazmat.

The Dangerous Goods Declarations & Container Packing Certificates will have to be available at the time of inspection by Hazmat. The completeness and correctness of a Dangerous Cargo Manifest can only be verified with the Dangerous Goods Declarations. During vessel operations the documents will have to be available at short notice regardless of the time of inspection.

Correctness of the Dangerous Goods Declaration & Container Packing Certificate:

Shippers and packers are responsible for the correctness and completeness of Dangerous Goods Declaration or Container/Vehicle Packing. However, the booking agent has a certain responsibility as well. Often the booking agent is the last one who can check the correctness of the required documents. He always has to verify the completeness and correctness of the required documents, regardless of a Hazmat inspection. By doing so, he anticipates to the consequences of a Hazmat inspection. Only the persons responsible for the issuing of a Dangerous Goods Declaration or Container/Vehicle Packing Certificate can modify these documents. Even just adding the unit number on a Container/Vehicle Packing Certificate can not be done by the booking agent, as he is modifying a declaration signed by someone else, and this practice is called falsification!

Onze kantoren zijn open van 9 tot 12 uur en van 14 tot 16 uur. Particulieren die zich tijdens deze openingsuren niet kunnen vrijmaken, kunnen een afspraak bekomen op dinsdag of vrijdag tot 20 uur.

Inspections at the terminal:

Prior to shipment Hazmat also inspects units or breakbulk at random at the terminals. A unit that is not available for inspection, or for which no documents are available at the time of inspection will be detained for shipment. Such a unit will only be inspected and eventually be released after receipt of a request for re-inspection.

Request for re-inspection:

Hazmat fully understands that it is difficult at times for booking agents to promptly react after receipt of a report on inspection. However, as from January 1st 2007, a request for re-inspection will have to be made in written, and to be mailed to hazmat.antwerpen@mobiliteit.fgov.be. Since the HAZMAT inspectors are usually working out of office they kindly ask you to inform them by mobile that a request for re-inspection has been mailed. You can reach them on the mobile number mentioned on the report on inspection. Until 48 hrs after receipt of a report on inspection, the requests for a re-inspection will be handled with priority. Requests received after this period will be dealt with in accordance with the diary of the Hazmat Inspector.

Reporting incidents involving dangerous goods:

Incidents involving dangerous are very frequent in the port of Antwerp, both on the quayside and on board ship. Hazmat would like to be informed of these incidents (IMPORT and EXPORT). We would like to investigate these incidents to find out the cause, to be able to give the necessary feedback to the IMO. All too often the consequences of such an incident are cured without tackling the cause. Only by tackling the causes of incidents the number of incidents can be decreased.