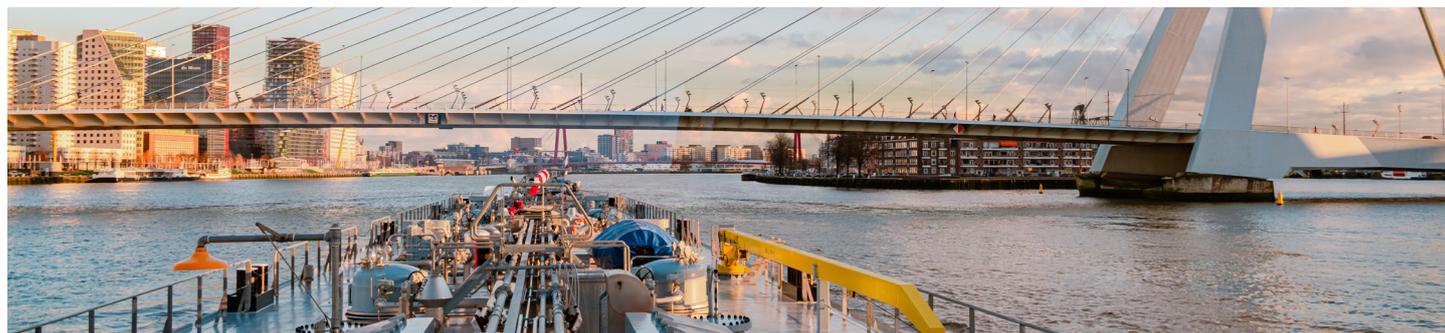


LAUNCH OF THE REVISED INTERNATIONAL SAFETY GUIDE FOR INLAND NAVIGATION TANK-BARGES AND TERMINALS (ISGINTT)

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13 February 2023 - Oil Companies International Marine Forum (OCIMF) and the inland navigation sector with the support of the Central Commission for the Navigation of the Rhine (CCNR) have collaborated with other European organisations to produce the second edition of the International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT).

The purpose of ISGINTT is to improve the safe transport of dangerous goods at the interface between inland tank barges and other vessels or shore facilities (terminals). The safety guide is compatible with other international maritime guidance for seagoing vessels (e.g. International Safety Guide for Oil Tankers and Terminals (ISGOTT)). It is not intended to replace or to amend current legal requirements, but to provide additional recommendations.

The guide makes recommendations for inland tankers and terminal personnel on the safe carriage and handling of such products typically carried in petroleum, chemicals or liquefied gas inland tankers, as well as the terminals handling those inland tankers.

This edition encompasses changes in tanker design and operating practices and reflects the latest technology and legislation.

Its implementation is recommended by OCIMF and the following participating industry organisations: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Federation of Inland Ports (EFIP), European Sea Ports Organisation (ESPO), European Skippers Organisation (ESO), Federation of European Tank Storage (FETSA), FuelsEurope, Inland Waterways Transport Platform (IWT Platform), International Chamber of Shipping (ICS), and Society of International Gas Tanker and Terminal Operators (SIGTTO), along with the necessary political support of the CCNR.

A risk-based control philosophy continues to be central to the safety practices included in the guide.

Karen Davis, Managing Director, Oil Companies International Marine Forum (OCIMF), says:



"By enhancing risk awareness, ISGINTT seeks to foster an environment where the uncertainties associated with some shipboard operations are reduced not solely by prescription, but also by encouraging barges and terminal crew, as well as their employers, to identify the risks in everything they are doing and to then implement fit-for-purpose risk reduction measures. This puts the focus on people and is, therefore, entirely consistent with a strategy related to the human element which has had increased focus in recent years."

Central to the guide is a number of safety check-lists covering ship/shore as well as inland ship/maritime ship (and vice versa) transshipment of cargo and slops. These check-lists have been developed to reflect the individual and joint responsibilities of the tank barge and the terminal and can be easily adopted by all ports and terminals.



Palais du Rhin
2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tel. **+33 (0)3 88 52 20 10**
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org

Lucia Luijten, Secretary General, Central Commission for the Navigation of the Rhine (CCNR), says:



“Safety is critical to the tank barging industry, and it is hoped that this revised guide will become the standard guideline on the safe operation of inland tank-barges and the terminals they serve. We are confident that ISGINTT will not only contribute to the further improvement of the industry’s excellent safety record but will also bring us closer to the goal of zero accidents to which we all aspire. We, therefore, recommend it to all interested parties.”

This second edition has been kept to the original structure for ease of use. It is divided into five sections: “General Information”, “Tanker Information”, “Terminal Information”, “Management of the Tanker and Terminal Interface”, and “Additional Information for the Handling of Liquefied Gases”.

The guide compiles the contributions from various organisations, including CCNR, CEFIC, EBU, EFIP, ESO, FETSA, FuelsEurope, IWT Platform and OCIMF.

ISGINTT gathers good practices as recommended by the participating industry associations. OCIMF, CCNR and the participating industry organisations view ISGINTT as an innovative and valuable tool for improving safety in inland navigation.

The guide can be downloaded for free on the OCIMF website here: www.ocimf.org/publications/books and ISGINTT website here: www.isgintt.org.

For more information, please contact the ISGINTT Secretariat: secretariat@isgintt.org.

ABOUT THE CCNR

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the CCNR’s activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The CCNR works closely with the European Commission as well as with the other river commissions and international organisations.

ABOUT OCIMF

The Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas. OCIMF focuses exclusively on preventing harm to people and the environment by promoting best practice in the design, construction and operation of tankers, barges and offshore vessels and their interfaces with terminals.

Vision: *A global marine industry that causes no harm to people or the environment.*

Mission: *To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas, and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.*



CCNR

CENTRAL COMMISSION
FOR THE NAVIGATION OF THE RHINE

Palais du Rhin

2, place de la République - CS10023
F - 67082 Strasbourg Cedex

Tel. **+33 (0)3 88 52 20 10**

Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org

www.ccr-zkr.org