

Convention on the Transboundary Effects of Industrial Accidents

59th session of the WP on Inland Water Transport
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Secretariat of the Convention on the Transboundary Effects
of Industrial Accidents
10 November 2015

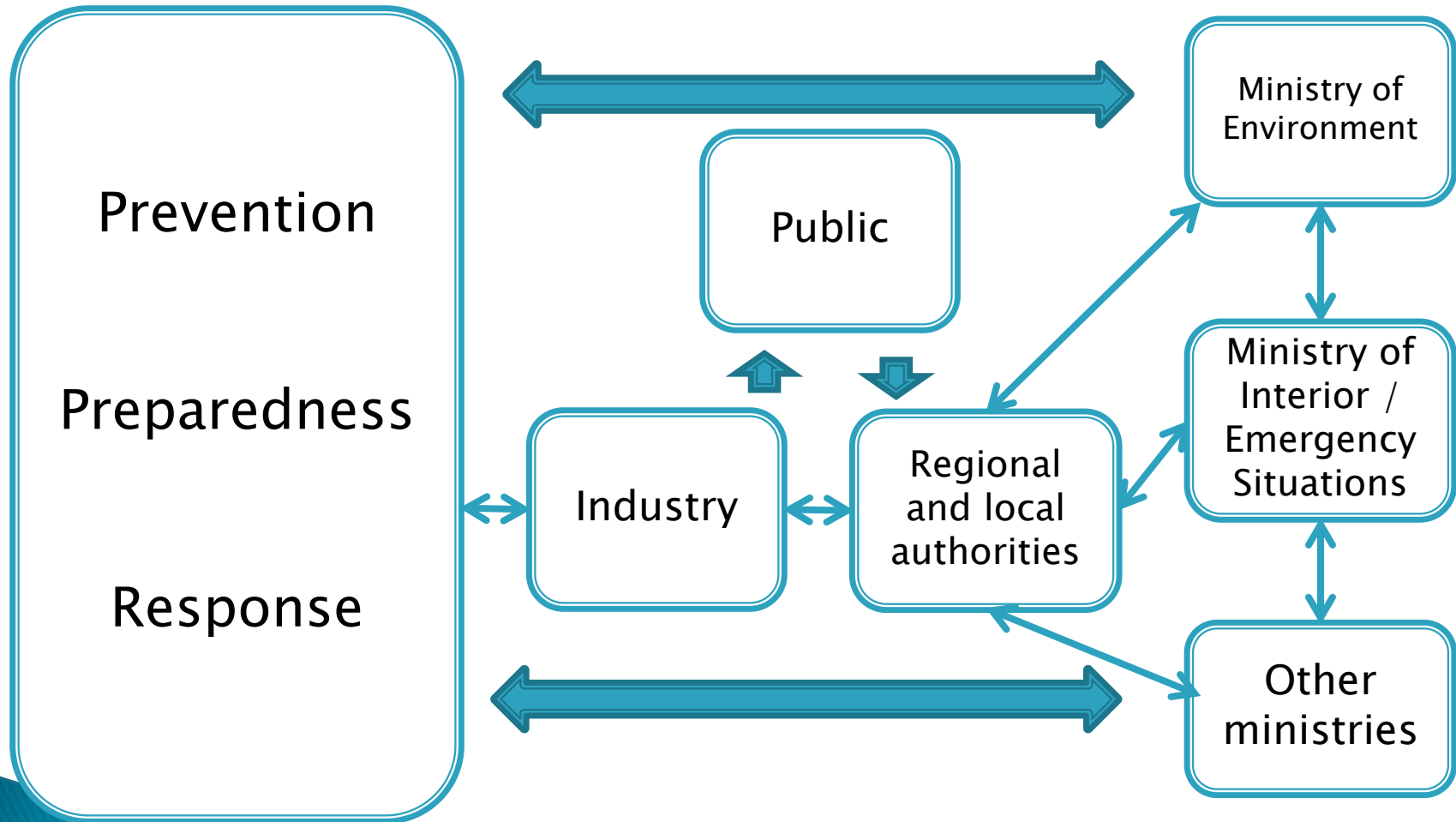
Industrial Accidents Convention

- Adopted in 1992, entered into force in 2000, was negotiated by ECE member countries in response to several major industrial accidents and their transboundary effects (e.g. Sandoz spill at Schweizerhalle in 1986 effecting all downstream countries along the Rhine)
- Designed to protect people and the environment against industrial accidents
- Helps its Parties to prevent industrial accidents and to prepare for, and respond to, accidents if they occur

Goals of the Industrial Accidents Convention

- Protection of human health and the environment against industrial accidents
- Prevention of major accidents
- Preparedness to major accidents
- Response to major accidents
- Active international cooperation between the contracting Parties, before, during and after an industrial accident

Cooperation between stakeholders



Cross-border cooperation



Scope of the Convention

- Hazardous activities in which hazardous substances are present in quantities bigger than the threshold quantities listed in Annex I, and which is capable of causing transboundary effects

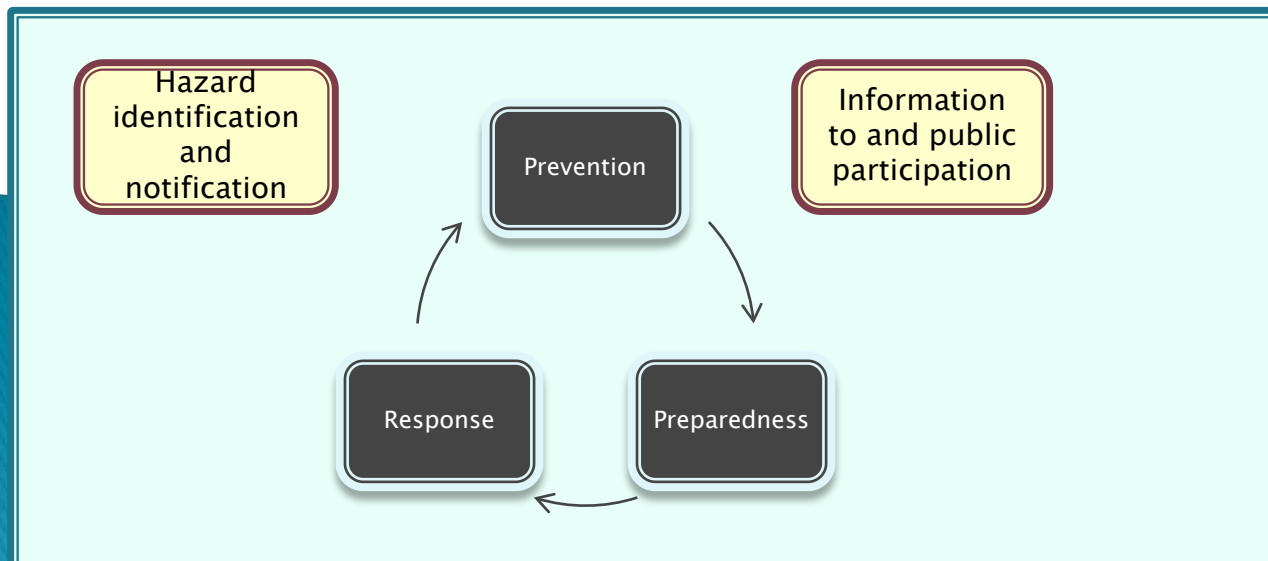
Scope of the Convention

The Convention does not apply to transport activities with the exception of:

- Emergency response to such accidents;
- Transport on the site of the hazardous activity;

Key obligations

- **Identification and notification** of hazardous activities
- Development and implementation of policies, strategies and measures for:
 - **Prevention** of industrial accidents
 - **Emergency preparedness**
 - **Emergency response** incl. industrial accidents notification & mutual assistance
 - **Information to and participation of the public**



Consequences of accidents



Even small amounts of hazardous substances released into water environment can cause huge environmental damages, as the impact is far-reaching and often transboundary...

→ **Need for special care for accident related water pollution!!!**

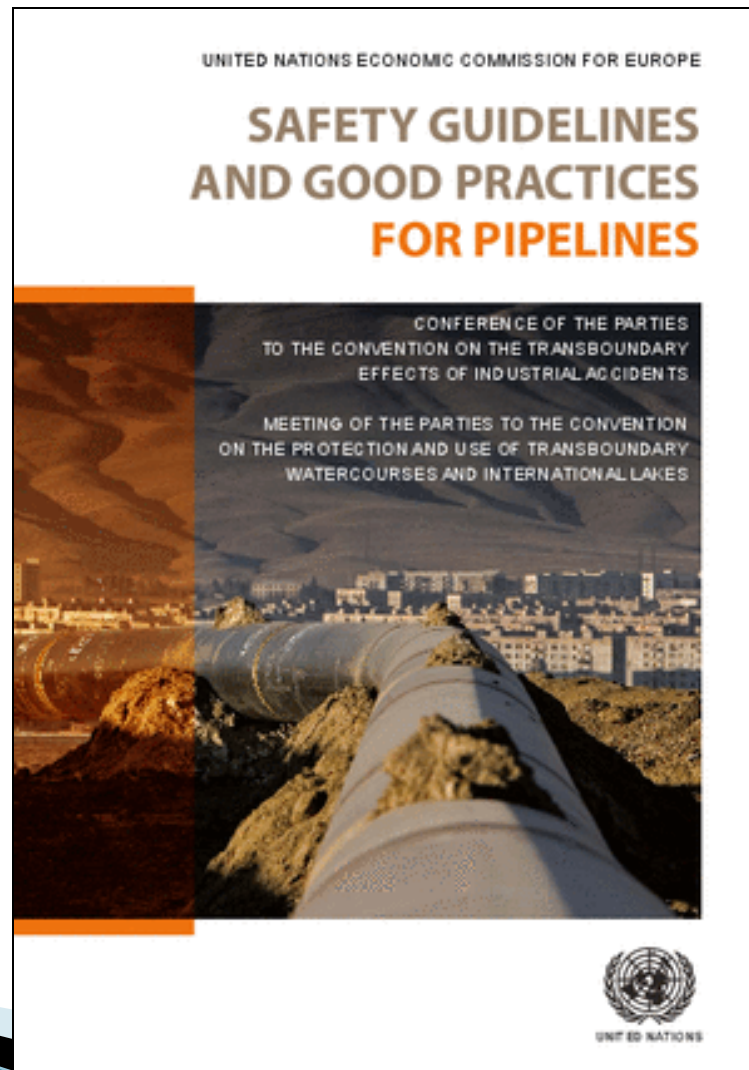
The Joint Expert Group (JEG)



JEG was established under the “Water”– and the “Industrial Accidents”– Conventions to work on issues related to the prevention of accidental water pollution which is of interest to both Conventions **in 2000**.

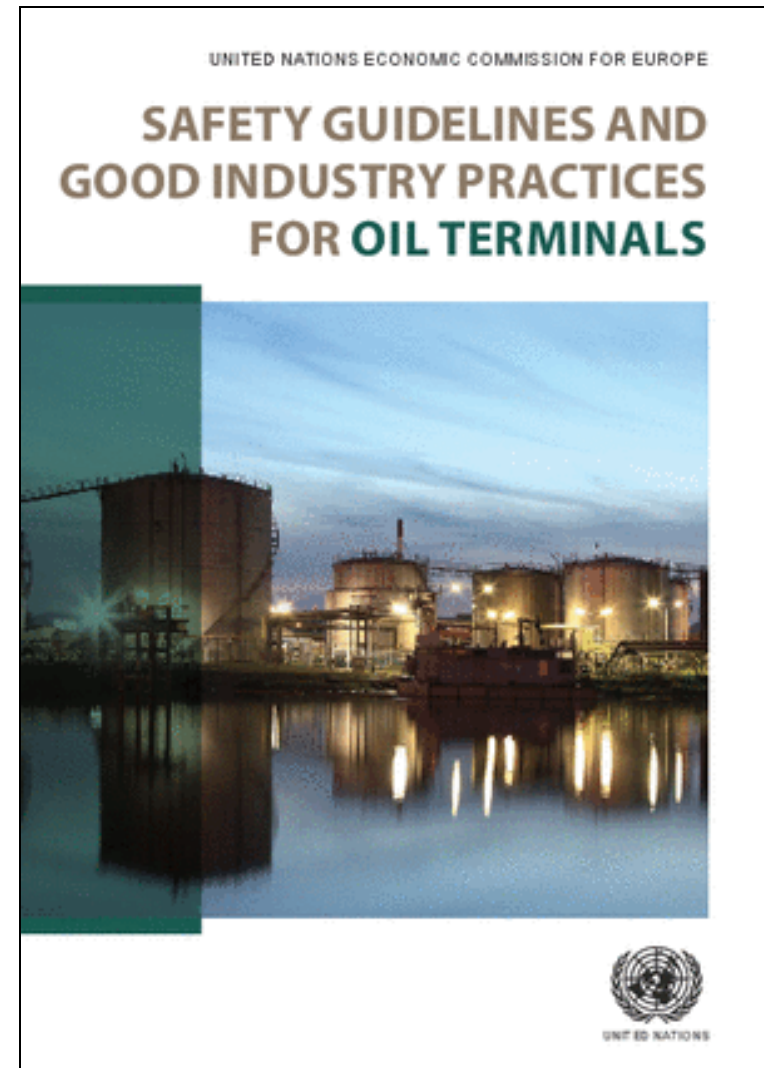
Co-Chairmanship:
“Water”Convention + “Industrial Accident“ Convention

Guidelines and good industry practices for Pipelines



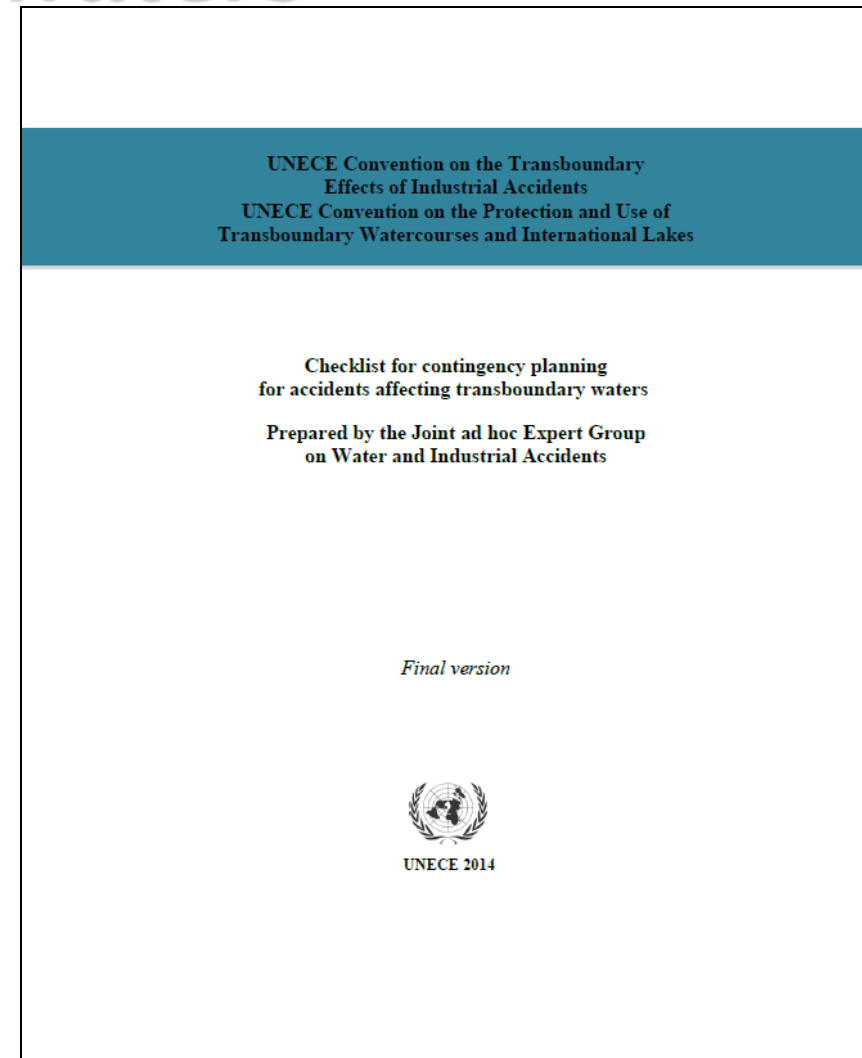
Guidelines and good industry practices for Oil Terminals

- Developed by an International Expert Group
- Comments by International Organisations, NGOs, Stakeholders, UNECE Member States
- 8th Conference of the Parties took note of the safety guidelines and recommended their use by Parties to the Convention and other countries in the ECE region.




Checklist for contingency planning for transboundary waters

- The two UNECE Conventions identified the need for a bilateral checklist for contingency planning for accidents affecting transboundary waters
- Examples of occurred accidents:
 - Sandoz, Switzerland (1986)
 - Baia Mare, Romania(2000)



The Assistance Programme and its Strategic Approach

- Developed to enhance the capacities of countries of Eastern Europe, the Caucasus and Central Asia and South–Eastern Europe
- 15 beneficiary countries under the Assistance Programme
- Assistance can be effective only if a recipient country is capable of receiving the assistance and is willing to take advantage of it
- Preparatory and implementation phases

A collection of various industrial and safety-related icons in shades of green and yellow, including a crane, factory buildings, a tractor, a hard hat, a checkmark, a truck, a building, a factory with smokestacks, and a truck with a trailer. These icons are arranged in a vertical, slightly curved path on the right side of the slide.

UNECE Convention on the Transboundary Effects of Industrial Accidents

Benchmarks in the implementation of the UNECE Convention
on the Transboundary Effects of Industrial Accidents

Self-assessments and action plans

The Assistance Programme and its Strategic Approach

- Strategic approach for the Assistance Programme
- Cyclic approach
- Indicators and Criteria for Self-Assessment
- Available at <http://www.unece.org/env/teia/ap/tools.html>



| Working area | Indicator | Explanation of the indicator |
|---|--|---|
| 1. Identification of hazardous activities | I. Mechanism for data collection | Set of procedures, implementation rules and actions allowing the relevant authorities to collect adequate data for the identification of hazardous activities (HA) from the operators, the type of data to be collected, schedules and procedures for data collection. |
| | II. Mechanism for data analysis and validation | Set of procedures, implementation rules and actions ensuring that the authorities and HA operators correctly apply the system for the classification of substances compliant with Annex I of the Convention and use the relevant criteria, recommended by the Convention, in a cross-border context. Collected data should be complete and adequate to identify HA and correspond to the real situation in the country. The country establishes an official HA list and ensures its availability at the national level and to neighbouring countries. |
| | III. Mechanism for data review and revision | Set of procedures, implementation rules and actions for review and revision of the official HA list. |
| 2. Notification of hazardous activities | I. Mechanism for trans-boundary consultation on hazardous activities | Set of procedures, implementation rules and actions to ensure that affected Parties have an opportunity to inform Parties of origin of their views on the list of HA, regardless of its status (unofficial, official/validated), and to pursue a settlement of differences. |
| | II. Mechanism for notification of hazardous activities | Set of procedures, implementation rules and actions allowing the competent authorities to notify potentially affected neighbouring countries of existing and/or planned HA. |
| 3. Prevention | I. Mechanism for responsibility for safe operation to HA operators | Set of procedures, implementation rules and actions allowing the competent authorities to unambiguously identify HA operators as responsible for the safe operation of activities and to oblige HA operators to demonstrate the safe operation to competent authorities and the public using defined methodologies, methods and models. |
| | II. Mechanism for control regime | Set of procedures, implementation rules and actions allowing the competent authorities to manage industrial accident hazards, by setting safety goals, identifying the scope of major accident hazards in the country and organizing the monitoring of hazardous activities (review of safety documentation, licencing, inspection control and prohibitions, for instance). |
| 4. Preparedness | I. Mechanism for responsibility for emergency preparedness of HA operators | Set of procedures, implementation rules and actions ensuring that HA operators prepare, coordinate, test, review and revise on-site emergency plans. |
| | II. Mechanism for responsibility for emergency preparedness of competent authorities | Set of procedures, implementation rules and actions ensuring that the competent authorities prepare, coordinate, test, review and revise off-site emergency plans and sets of procedures giving the competent authorities the right to impose responsibility on HA operators. |
| | III. Mechanism for trans-boundary emergency plans | Set of procedures, implementation rules and actions ensuring that the competent authorities of the concerned parties cooperate with each other and coordinate emergency plans to make them compatible. |

Thank you

- ▶ For more information please visit:
www.unece.org/env/teia