

Problemtika Pengangkutan Barang Berbahaya di Indonesia

leh : Hambang Turnawan

Outline

- Filosofi Angkutan Barang Berbahaya
- Tingkat kesadaran akan bahaya masih rendah
- Overlapping Peraturan
- Implementasi di Masyarakat
- Kesimpulan dan Saran

Barang Berbahaya

Dilarang Diangkut Kecuali Memenuhi Seluruh Ketentuan Yang Berlaku

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- barang yang pada

si normal pengangkutan

embahayakan Kesehatan, Keselamatan, Organ, dan Properti. Yang daftar Namanya dicantum dalam List of Dangerous Goods klasifikasi kedalam salah satu kelas bahaya ketentuan pengangkutan barang berbahaya.

ifatnya membahayakan, maka dibutuhkan tangan khusus

Identifikasi & Dokumenntasi

Identifikasi

Penentuan Nama, Kelas, PG, UN/ID Number. Yang keterangan tersebut dicantumkan dalam dokumen

Marking & Label

Handling

Pemberian Tanda

Sesuai dengan ketentuan

Pengemasan

Penentuan jenis kemasan, Teknik pengemasan, serta volume





**K Muatan Bahan Kimia Di
Rem Blong di Bal
atas: Satu O**

Tingkat kesadaran terhadap bahaya angkutan barang berbahaya masih rendah

Awareness

Aturan Pengangkutan

Yang digunakan di Indonesia

US DOT

UN

GHS



Dasar Hukum pengaturan barang berbahaya di indonesia

Pengangkutan

KLHK Mengatur masalah Klasifikasi, tahanan, Marka dan label kemasan, bumen tanggap darurat, expor dan impor barang berbahaya, dengan referensi kepada PP 22 tahun 2021 dan PP 74 tahun 2001 masalah sarana angkut diserahkan kepada Perhubungan	Perhubungan Mengatur masalah pengangkutan barang berbahaya dengan referensi peraturan dan aturan dari konfrensi PBB	Perindustrian Memberlakukan GHS sebagai penentuan klasifikasi dan label untuk bahan kimia berbahaya.	Kepolisian Melakukan pengawasan kepatuhan hukum di jalan dengan dasar peraturan perundangan yang berlaku.
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GHS

Yang terkenal adalah
ctogram dan MSDS atau SDS
va

Dan KLHK menjadikannya
jukan.

<https://sib3pop.menlhk.go.id/articles/view?slug=informasi>

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	Exploding bomb (for explosion or reactivity hazards)		Flame (for fire hazards)		Flame over circle (for oxidizing hazards)
	Gas cylinder (for gases under pressure)		Corrosion (for corrosive damage to metals as well as skin, eyes)		Skull and crossbones (can cause death toxicity with short exposure to small amounts)
	Health hazard (may cause or suspected of causing serious health effects)		Exclamation mark (may cause less serious health effects or damage the ozone layer*)		Environment (may cause damage to the aquatic environment)

FOREWORD

GHS Statement

GHS system merupakan sistem klasifikasi dan labeling untuk bahan kimia

Lebih fokus kepada resiko bukan hanya hazard.

Tidak menggugurkan ketentuan pengangkutan, melaikan hanya sebagai tambahan ketentuan di industry kimia

1. The Globally Harmonized System of Classification and Labelling of Chemicals (GHS) is the result of a long process of development and refinement. It is the culmination of more than a decade of work. There were many individuals involved, from a wide range of countries, international organizations, and stakeholder organizations. Their work spanned a wide range of scientific disciplines and areas of expertise, from toxicology to fire protection, and ultimately required extensive goodwill and the ability to compromise, in order to achieve this system.

2. The work began with the premise that existing systems should be harmonized in order to facilitate international trade. A single, globally harmonized system to address classification of chemicals, labels, and safety data sheets was not a totally novel concept since harmonization of classification and labelling was already in place for physical hazards and acute toxicity in the transport sector, based on the work of the United Nations Economic and Social Council's Committee of Experts on the Transport of Dangerous Goods (CETD). Harmonization had not been achieved in the workplace or consumer sectors, however, as requirements in countries were often not harmonized with those of other sectors in that country.

1.4.10.4.2.2 For transport, the pictograms (commonly referred to as labels in transport documents) prescribed by the *UN Model Regulations on the Transport of Dangerous Goods* should be used. The UN Model Regulations prescribe transport pictogram specifications including colour, symbol, background contrast, additional safety information (e.g. hazard class) and general form and dimensions. Pictograms are required to have minimum dimensions of 100 mm by 100 mm, with some exceptions allowing smaller pictograms for very small packagings and for gas cylinders. Transport pictograms should be placed in the upper half of the label. The UN Model Regulations require that transport pictograms be printed or affixed to a packaging on a background of contrasting colour. An example showing a pictogram for a flammable liquid hazard according to the UN Model Regulations is provided below:



Pengangkutan Limbah B3

Penetapan Limbah B3 juga mengacu kepada :



Pernyataan dalam Bessel convention

7. Furthermore, each Party shall:

(a) Prohibit all persons under its national jurisdiction from transporting or disposing of hazardous wastes or other wastes unless such persons are authorized or allowed to perform such types of operations;

(b) Require that hazardous wastes and other wastes that are to be the subject of a transboundary movement be packaged, labelled, and transported in conformity with generally accepted and recognized international rules and standards in the field of packaging, labelling, and transport, and that due account is taken of relevant internationally recognized practices;

Regulation model



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n

Ketentuan pengangkutan barang berbahaya menurut hukum nasional dan internasional

UNRTDG

(United Nation Recomendation on the Transport of Dangerous Goods)

sebagai rekomendasi pengangkutan barang berbahaya untuk semua moda

Udara KP 412 Tahun 2014 IATA DGR Dangerous Goods Regulation)	Protocol 9 of Dangerous Goods (European Agreement Concerning the Kepres 21 tahun 2003)	KM 16 Thn 2021 (International Maritime Dangerous Goods Code)	Kereta Api RID (Reglement concernant le transport International ferroviaire des merchandises Dangereuses)	ASDP ADN (European Agreement Concerning the International Carriage of Dangerous Goods Inland Waterway)
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Permasalahan yang timbul karena perbedaan referensi dalam penyusunan peraturan

Contoh Pemasangan Placard yang salah menurut aturan perhubungan



Placard
Untuk
Padatan
Mudah
Terbakar

Di Beberapa
daerah BLH
meminta
peasangan
gambar tengkorak
sebagai tanda B3

Gambar 7. Penggunaan Placard pada kendaraan BB





Kecelakaan Asam Sulfat di tol

<http://humasopsrestegal.blogspot.com/2014/11/muat-bahan-kimia-truk-pembawa-barang.html>

egal Kota ,diduga salah satu jiregen yang berisi bahan kimia mengalami kebocoran akibat suhu yang panas , Senin siang (03/11) tumpukan paket barang yang diangkut dalam Kbm truk mengeluarkan nebulan asap tebal yang diduga membakar barang minnya.



Kesimpulan Dan saran

- Diperlukan sosialisasi tentang pemahaman terhadap ketentuan barang berbahaya.
- Adanya persamaan pemahaman dan aturan terkait pengangkutan barang berbahaya.
- Pengawasan yang lebih ketat terhadap kepatuhan terhadap implementasi angkutan barang berbahaya.