



## ICHCA

September - October 2020

## Press Clippings

Collated by Portcare International

*Press clippings relating to the following press release and  
collated on behalf of ICHCA International:*

**JOINT MEDIA STATEMENT**

**On behalf of Container Owners Association, Global Shippers Forum,  
ICHCA International, TT Club, World Shipping Council  
1600 BST Monday 14 September 2020**

**Global Groups Collaborate on Container Safety Improvements**

Distributed on 14 September 2020

17 September 2020

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# Cargo safely secured? Check

International organizations collaborate on cargo-handling guide and packing checklist

**Kim Link-Wills, Senior Editor** Thursday, September 17, 2020



Some 50 containers were lost from the APL England off the coast of Australia in May. (Photo: AMSA)  
An international push continues for the adoption of safe cargo-packing practices to avoid the loss of billions of dollars worth of goods and equipment annually in preventable accidents.

Five international freight transport and cargo-handling organizations collaborated on the newly released [CTU Code: A Quick Guide](#), which condenses their advice on the packing of all types of cargo into 13 pages, and the [Container Packing Checklist](#), which itemizes requirements for the packing of multimodal freight containers in a yes-or-no format.

The five groups — the Container Owners Association (COA), Global Shippers Forum (GSF), International Cargo Handling Coordination Association (ICHCA), TT Club and World Shipping Council (WSC) — said in a media briefing Thursday that the guide is designed to improve

awareness and understanding of good practices in the packing of goods in cargo transport units (CTUs).

They said many cases of ship fires and container stack failures, vehicle rollovers and train derailments can be traced to poor packing practices. Peregrine Storrs-Fox, the TT Club's risk management director, said in April that the organization has estimated the international maritime industry alone incurs [losses of about \\$6 billion each year](#) because of incorrectly packed or documented cargo.

"That includes damage to the cargo and delays, environmental cleanup, injuries and ship damage. The point is that \$6 billion is totally unnecessary. If people followed things correctly, then that \$6 billion would be saved to the entire industry," he said then.

Storrs-Fox repeated that figure Thursday and said the [TT Club](#), which provides insurance and related risk-management services to the international transportation and logistics industry, believes these accidents can be prevented. "The vast majority are avoidable by adopting established good practices," he said.

The CTU Code was issued in 2014. Applying to packing and transport operations throughout the supply chain, the code was developed by the International Maritime Organization, International Labor Organization and United Nations Economic Commission for Europe.

In the years since the code was adopted, "we haven't actually seen a significant improvement in the incident statistics. Certainly wherever we go, we see that a lot of people are not aware of the CTU Code at all," Storrs-Fox said in April while discussing the launch of a cargo integrity campaign.

This week's release of the guide and checklist are the latest steps taken as part of that campaign.

Richard Brough, the head of the ICHCA and moderator of Thursday's web event, said it was clear from the number of cargo loss incidents that something more had to be done to attain adoption of the safety practices.

Storrs-Fox agreed, saying the TT Club had found "woeful ignorance" of the CTU Code.

The Quick Guide covers the end-to-end packing process and includes steps on securing cargo and the handling of dangerous goods.

Storrs-Fox was asked if adherence to the CTU Code could have prevented the [massive explosion at the Port of Beirut](#) on Aug. 4.

"All of these sorts of events take a very long time to understand precisely what's happening," he said. "That's certainly the case with ship fires in recent years. They all take a long time to investigate. ... But following each of those sorts of events, there should be added awareness and energy put to developing and following good practice."

GSF Secretary General James Hookham called the checklist "a clear process map" for the packing of containers.

"There is a yes-or-no format and, upon successful completion, allows dispatch of a container," he said.

Currently, the checklist is available as a PDF, but a mobile app is being considered, Hookham said.

The CTU Code itself is available in all six official U.N. languages — English, French, Spanish, Russian, Chinese and Arabic — and work is underway to produce the printable guide and checklist in multiple languages as well.

One set of guidelines is important regardless of the language, Hookham said.

"The organizations found common ground," he said. "We've got a job to do and working at it together I think is better than we would have done working at it individually."

WSC Senior VP Lars Kjaer stressed that the work continues.

"On behalf of the World Shipping Council, I can assure ... that this initiative that we are launching today is not the conclusion of the concern that the CEOs of my member companies have regarding container safety," Kjaer said. "It is but one initiative among a plethora of initiatives that ... we have been asked by our principals to become involved in."

[Death toll climbing after Port of Beirut explosion](#)

[TT Club loads evidence in cargo security push](#)

[IMO urged to amend fire safety regulations](#)

[\*Click for more American Shipper/FreightWaves stories by Senior Editor Kim Link-Wills.\*](#)

28 September 2020

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<https://www.aasts.ac.ae/industry-news/five-global-cargo-groups-collaborate-to-raise-container-safety-standards>

## Five global cargo groups collaborate to raise container safety standards

September 28, 2020



Five international freight transport and cargo handling organisations are collaborating on the adoption and implementation of safety practices throughout the global supply chain.

The Containers Owners Association, Global Shippers Forum, International Cargo Handling Co-ordination Association, TT Club and World Shipping Council (WSC) are working on producing a new guidance on packing standards for freight containers and other cargo transport units.

On Monday, the five organisations have published a 'Quick Guide' to the UN sponsored Code of Practice for Packing of Cargo Transport Units (CTU Code), together with a checklist of actions and responsibilities for those undertaking the packing of cargoes in freight containers specifically.

Uffe Ernst-Frederiksen of the Containers Owners Association said: "Often overlooked is that the CTU Code also deals with supply chain parties' responsibilities to minimise visible pest contamination from containers and their cargoes. It is therefore appropriate that the material we are publishing draws attention to this important issue, stressing that minimising pest contamination of containers and their cargoes is a shared responsibility."

There have also been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires.

The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents.

Other occurrences such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and pest contamination can also be traced to poor packing practices.

“For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO’s International Maritime Dangerous Goods (IMDG) Code. Such special provisions may today lead to exemptions from the code’s safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures,” Kjaer said.

TT Club’s Peregrine Storrs-Fox weighed in: “Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry.”

Storrs-Fox added: “Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate.”

**Source:** [www.indiaseatradenews.com](http://www.indiaseatradenews.com)



16 September 2020

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<https://assafinaonline.com/maritime-news/assafina-news/shipping/five-partners-collaborate-to-promote-container-safety/>

## Five partners collaborate to promote container safety

- September 16, 2020



In order to help tackle container-related incidents onboard ships, five international freight transport and cargo handling organisations will cooperate to produce new guidance on packing standards for freight containers and other cargo transport units.

Namely, the Container Owners Association (COA), the Global Shippers Forum, the International Cargo Handling Co-ordination Association (ICHCA), the TT Club and the World Shipping Council (WSC), will join forces on a vast array of activities. This aims to adopt and implement safety practices throughout the global supply chain.

The five organisations have also published a 'Quick Guide' to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code). This is accompanied by a Checklist of actions and responsibilities for the guidance of those carrying out the packing of cargoes in freight containers.

What is more, one of the aims of this collaboration is to promote awareness and further use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code.

According to the partners, a consistent and widespread compliance to the CTU Code by all parties within global CTU supply chains is able to reduce these types of incidents.



To do this, the organisations are collaborating as the Cargo Integrity Group and have identified four areas of activity to raise the awareness. These are:

Promoting awareness and adoption of the CTU Code;

- Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement;
- Monitoring of CTU packing performance through support for strengthened cargo screening processes;
- Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling.
- Commenting on the partnership, Capt. Richard Brough OBE of ICHCA International explained the aim is for the Code to be as accessible to as many operatives as possible and encourage them to learn how it can be applied to their own particular needs.

*Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate. It is thus part of CIG's third objective to participate in the ongoing revision of the IMO Circular regarding container inspection programmes and support related industry cargo screening initiatives*  
*TT Club's Peregrine Storrs-Fox stated.*

As for Uffe Ernst-Frederiksen of the Container Owners Association, he notes that the IMO/ILO/UNECE CTU Code describes in chapter 4 the roles and responsibilities of parties in the container supply chain for the safe packing, handling, stowage and transport of containers and the correct reporting of their actual weights.

Nevertheless, he explains that a fact often overlooked, is that the CTU Code also deals with supply chain parties' responsibilities to minimize visible pest contamination from containers and their cargoes. For this reason, the partnership wants to draw attention to this important issue.

In addition, the material published also makes reference to guidance recently developed and published by the IPPC's Sea Container Task Force. One of the key objectives of the SCTF is to promote voluntary government-industry cooperation on minimizing pest contamination of CTUs. The five organizations fully support this objective and call on all parties in the international containerized supply chains to actively support and participate in such voluntary programs.

Finally, James Hookham of GSF added that the collaborating organizations are reaching out to other bodies in the supply chain and in governmental agencies to join with them in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives.

17 September 2020

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<https://www.bigrigs.com.au/index.php/2020/09/17/new-online-campaign-to-help-with-safer-transportation-of-shipping-containers/>

# New online campaign to help with safer transportation of shipping containers



The container transport and logistics industry has stepped up to support heavy vehicle safety, releasing a coordinated campaign to raise awareness and good practice in safely packing shipping containers heading to and from Australian ports.

Six supporting online training and information modules have been produced by WiseTech Academy covering the impact of unsafe container loading practices, international conventions, heavy vehicle laws, Chain of Responsibility, packing to minimise risk and truck rollover prevention.

The campaign is being delivered by Container Transport Association of Australia (CTAA), Freight & Trade Alliance (FTA), and the Australian Peak Shippers Association (APSA), with support from ICHCA Australia.

Deputy Prime Minister and Minister for Transport, Infrastructure and Regional Development Michael McCormack welcomed the Safe Container Loading Practices & Heavy Vehicle Safety Campaign, which has been awarded \$140,000 under the Australian Government's Heavy Vehicle Safety Initiative.

“This is a great initiative by the container transport and logistics industry to support heavy vehicle safety,” the Deputy Prime Minister said.

“Container transport is forecast to double over the next 12 years and with 80 per cent carried by Australian heavy vehicles, it’s vital cargo inside containers is properly secured and not overloaded.”

NHVR CEO Sal Petrocchio said the online course and associated resources, including a Safe Container Packing Checklist, would contribute to reducing the risks of load shifts, road accidents and breaches of mass limits.

“The container transport and logistics industry is a vital part of many heavy vehicle supply chains and plays a key role in heavy vehicle safety,” said Petrocchio.

“This awareness campaign provides practical steps to ensure that cargo inside shipping containers is packed properly and restrained securely to avoid an accident when the container is transported on a public road.”

The Safe Container Packing Checklist can be used by importers, exporters and their packers, both in Australia and overseas. The Checklist was developed internationally and adapted for use in Australia.

CTAA Director Neil Chambers said the campaign drew on expertise from international organisations, including the Global Shippers Forum (GSF) based in the UK, and TT Club, the world’s leading transport logistics insurer.

“The online training course and associated resources are for all parties in the container transport logistics chain,” Chambers said.

“This is just the beginning. We will now work across the sector through a series of webinars to raise awareness about safe container loading practices.”

FTA Director and Secretary of APSA, Paul Zalai said the initiative provided a useful set of resources for freight forwarders, importers, exporters and their shipping container packers.

“By providing ready access to both international and Australian best practice guidance on container packing, cargo securing and heavy vehicle safety, we hope to improve safety outcomes and reduce commercial losses across the whole container logistics supply chain,” Zalai said.

To view the Safe Container Loading Practices & Heavy Vehicle Safety Campaign, including information on the upcoming webinars, click [here](#).  
[freight and logisticsheavy vehicle safetyNHVR](#)

16 September 2020

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<https://en.cameroonmagazine.com/actualite-internationale/global-groups-collaborate-for-container-safety-improvements/>

# Global groups collaborate for container safety improvements

By **CAMEROON MAGAZINE - GM**

Five international freight transport and cargo handling organisations are collaborating on the creation of new guidance on packing standards for freight containers and other cargo transport units.

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Coordination Association, the TT Club and the World Shipping Council are working together on a range of activities to promote the adoption and implementation of safety practices throughout the global supply chain, the groups said in a statement.

As part of the collaboration, the organisations have published a "Quick Guide" to the United Nations-sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), along with a checklist of actions and responsibilities for those packing cargo in freight containers. One of the aims of the collaboration is to promote awareness and wider use of the CTU Code.

There have been several "widely reported" container fires aboard ships, and containerised cargo may have been the cause of, or a contributing factor to, those fires, the organisations said. The organisations believe that consistent adherence to the CTU Code by all parties within global CTU supply chains would "significantly reduce" such incidents, some of which have resulted in serious injuries and death among ships' crews and shore-side staff.

"Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices," the organisations said.

The organisations, working together as the Cargo Integrity Group, have identified four areas of activity to improve understanding of safe cargo packing practices:

"A key objective of our mission is promoting awareness of the CTU Code," said Capt. Richard Brough OBE of ICHCA International. "We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our 'CTU Code – a Quick Guide'. We want the code to be as accessible to as many operatives as possible and hope this 'Quick Guide' will encourage them to learn how the code can be applied to their own particular needs."

15 September 2020

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## GLOBAL SHIPPING CONTAINER PACKING SAFETY EFFORT UNDER WAY

Date: 15.09.2020

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An image from the code guide

With dangerously packed shipping containers still a scourge on Australian roads, as elsewhere and in other transport modes, much hope is invested in a new global safety effort.

Five international freight transport and cargo handling organisations are collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units (CTUs).

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association (ICHCA) International, international transport and logistics insurer the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

They have just launched CTU Code – a quick guide, an introduction the new Code of Practice for Packing of Cargo Transport Units, and a checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.



The issue is salient to safety concerns amongst container users and transporters, with Freight & Trade Alliance (FTA), the Australian Peak Shippers Association (APSA) and Container Transport Alliance of Australia (CTAA) having won 2019-20 Heavy Vehicle Safety Initiative (HVSII) funding a year ago for their safe container handling initiative.

More news on that initiative is expected this week.

"There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires," the proponents point out.

"The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

"Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices.

"The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents."

To do this the organisations are working together as the Cargo Integrity Group (CIG) and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.

seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code

monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes

working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

The code is jointly published by the International Maritime Organisation (IMO), the International Labour Organisation (ILO) and the United Nations Economic Commission for Europe (UNECE).

Copies from the former and the latter can be found [here](#) and [here](#).

14 September 2020

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## CIG collaborate to promote safety and security in shipping

September 14, 2020



Stacking and packing of containers is an issue for the industry that requires education on a grand scale. The Cargo Integrity Group has accepted the challenge. Credit Maersk Line. In further evidence of how the maritime sector is working in unison to find solutions to long standing problems four industry associations and insurers TT Club are collaborating to produce simplified guidance for packing containers.

The Container Owners Association (COA), Global Shippers Forum (GSF), the International Cargo Handling Co-ordination Association, (ICHCA) International, insurers TT Club and the World Shipping Council representing vessel owners and operators, who together form the Cargo Integrity Group (CIG) announced on 14 September that that they have published a Quick Guide to Container Packing.

The group has been formed with a view to improving the safety, security and environmental performance of the logistics supply chain, through the promotion, awareness and wider use of the Code of Practice for Packing of Cargo Transport Units – [the CTU Code](#), developed by the International Maritime Organization, with the International Labour Organization and the United Nations Economic Commission for Europe (UNECE).

According to the CIG members the guidance on packing containers is a large and complex volume, the Quick Guide will allow shippers to identify cargo types and their packing requirements readily.

"The United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a Checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically," said a joint press release.

However, CIG is looking to develop more systems and guides that will educate and simplify the requirements for packing individual cargoes and properly representing those cargoes in documentation so that carriers can safely stow containers.

Peregrine Storrs-Fox, TT Club's risk management director, told *Container News*, "Experience - even in the current world, both pandemic and increasingly digitised - tells us that people need introductory material that is accessible and distributable. Two immediate features here are that the text guides readers where to go for greater depth and the checklist is separately available as an editable PDF. The latter may facilitate packers creating a digital record of their process for each unit packed."

CIG is already investigating if it can produce a searchable digital version to the Quick Guide, according to Storrs-Fox who said that "The UNECE website already provides a level of search capability."

A digital version would include weblinks, with interactive material. "The concept is easy, implementation far more complex," said Storrs-Fox, who explains that CIG is looking to support packers to make decisions regarding the specific commodities that they are packing.

The industry group believes the UN are keen to develop this feature and "CIG is also investigating developing an app following a cross-referenced approach similar to the Quick Guide."

In a further statement of intent the recently formed CIG has issued guidance to the four areas that it will target that it says will improve safety and protect the environment, they include:

1. Promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.
2. Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code.
3. Monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes
4. Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

14 September 2020

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## Cargo groups publish quick guide to container packing

[ September 14, 2020 // [Chris](#) ]

Five international freight transport and cargo handling organisations have published a 'Quick Guide' to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a checklist of actions and responsibilities for those involved.

It is part of a range of activities to further the adoption and implementation of crucial safety practices by the Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club and the World Shipping Council.

With several container fires aboard ships recently, some of them fatal, the organisations believe that adherence to the CTU Code by all parties would significantly reduce incidents.

Container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and even pest contamination can also be traced to poor packing, they say.

James Hookham of the Global Shippers Forum said: "Perhaps the greatest challenge in minimising cargo-related issues is that of creating the necessary awareness throughout the huge number of businesses active in the shipment of goods by intermodal container and other types of cargo transport units."

[http://www.worldshipping.org/industry-issues/safety/CTU\\_Code\\_-\\_A\\_Quick\\_Guide\\_September\\_2020.pdf](http://www.worldshipping.org/industry-issues/safety/CTU_Code_-_A_Quick_Guide_September_2020.pdf)  
[http://www.worldshipping.org/industry-issues/safety/CTU\\_Code\\_Checklist\\_WEB.pdf](http://www.worldshipping.org/industry-issues/safety/CTU_Code_Checklist_WEB.pdf)

**Tags:** [CTU Code](#); [TT Club](#); [ICHCA](#); [Global Shippers Forum](#)

15 September 2020

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[https://www.fullyloaded.com.au/industry-news/2009/global-shipping-container-packing-safety-effort-under-way-\(1\)](https://www.fullyloaded.com.au/industry-news/2009/global-shipping-container-packing-safety-effort-under-way-(1))

### Code of practice backs awareness wherever cargo transport units are used



An image from the code guide

With dangerously packed shipping containers still a scourge on Australian roads, as elsewhere and in other transport modes, much hope is invested in a new global safety effort.

Five international freight transport and cargo handling organisations are collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units (CTUs).

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association (ICHCA) International, international transport and logistics insurer the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

They have just launched CTU Code – a quick guide, an introduction the new Code of Practice for Packing of Cargo Transport Units, and a checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

The issue is salient to safety concerns amongst container users and transporters, with Freight & Trade Alliance (FTA), the Australian Peak Shippers Association (APSA) and Container Transport Alliance of Australia (CTAA) having won 2019-20 Heavy Vehicle Safety Initiative (HVSI) funding a year ago for their safe container handling initiative.

More news on that initiative is expected this week.

"There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires," the proponents point out.

"The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

"Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices.

"The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents."

To do this the organisations are working together as the Cargo Integrity Group (CIG) and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.

seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code

monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes

working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

The code is jointly published by the International Maritime Organisation (IMO), the International Labour Organisation (ILO) and the United Nations Economic Commission for Europe (UNECE).

Copies from the former and the latter can be found [here](#) and [here](#).



15 September 2020

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Tuesday, September 15, 2020

## Five Major Players Associated with Container Shipping Join Up to Offer Safe Loading Advice

**Essential Guidance on the Many Pitfalls - from Fire and Weight Balance to Bugs in the Box**



Dust and cargo residue



Transferable stains<sup>1</sup>



Debris and dunnage



Soil contamination



Animal contamination



Insect contamination



WORLDWIDE – Despite the thousands of incidents, sometimes with serious injuries, or even fatalities, resulting from the bad stowage of shipping containers, not to mention the hundreds of articles and advisories issued, the problem still persists.

Whilst the International Maritime Organization (IMO) takes the lead in such matters, and offers the practicalities in its IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units, the CTU Code, now five freight industry leading bodies have published a 'Quick Guide' to the Code, together with a Checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes specifically in freight containers.

The [Container Owners Association](#), the [Global Shippers Forum](#), the International Cargo Handling Co-ordination Association ([ICHCA](#)), the [TT Club](#) and the [World Shipping Council](#) are reacting to the litany of accidents by co-operating, each having a vested interest in reducing such incidents. Dedicated to improving the safety, security and environmental performance throughout the logistics supply chain, one of the aims of this collaboration is to promote awareness and wider use of the CTU Code.

Fire has been the result in many cases when containerised cargo is undoubtedly the prime cause and adherence to proper packaging and declaration procedures would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices. The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents.

To do this the organisations are working together as the Cargo Integrity Group and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

- Promoting awareness and adoption of the CTU Code, of which the guidance material now published is an example.
- Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code.
- Monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes.
- Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

Improving understanding of the CTU Code's many requirements is central to the work of the group, as Capt. Richard Brough OBE of ICHCA International explains:

"A key objective of our mission is promoting awareness of the CTU Code. We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our 'CTU Code - a Quick Guide'. We want the Code to be as accessible to as many operatives as possible and hope this Quick Guide will encourage them to learn how the Code can be applied to their own particular needs."

Lars Kjaer from the World Shipping Council commented on another of the Group's objectives, as always with safety being the priority, saying:

"We believe it is important to pro-actively review and, where needed, revise existing regulatory provisions to enhance ship, crew and worker safety. For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO's International Maritime Dangerous Goods (IMDG) Code. Such Special Provisions may today lead to exemptions from the Code's safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures."

Other significant steps have been made in recent months with initiatives to screen cargo effectively, particularly responding to the concerns over the mis-declaration of shipments. This is something which we have often heard commented on by TT Club's Peregrine Storrs-Fox, and he observed:

"Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause mis-declarations and unacceptable risk for the industry. Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate. It is thus part of CIG's third objective to participate in the ongoing revision of the IMO Circular regarding container inspection programmes and support related industry cargo screening initiatives."

Uffe Ernst-Frederiksen of the Container Owners Association commented on a further key aspect of the new documents, the complete disregard of certain aspects of the rules by unscrupulous, or misguided, shippers thus:

"The CTU Code describes in chapter 4 the roles and responsibilities of parties in the container supply chain for the safe packing, handling, stowage and transport of containers and the correct reporting of their actual weights. However, often overlooked is that the CTU Code also deals with supply chain parties' responsibilities to minimise visible pest contamination from containers and their cargoes. It is therefore appropriate that the material we are publishing today draws attention to this important issue, stressing that minimising pest contamination of containers and their cargoes is a shared responsibility.

"Our material also makes reference to guidance material recently developed and published by the IPPC's Sea Container Task Force of which COA is a member that aims at assisting parties in the containerised supply chains in trying to ensure that containers and their cargoes remain free from visible pest contamination. One of the key objectives of the SCTF is to promote voluntary government-industry cooperation on minimising pest contamination of CTUs.

"Our five organizations fully support this objective and call on all parties in the international containerised supply chains to actively support and participate in such voluntary programs, and to play their role in meeting the objective of minimising visible pest contamination."

Perhaps the greatest challenge in minimising cargo-related issues is that of creating the necessary awareness throughout the huge number of businesses active in the shipment of goods by intermodal container and other types of cargo transport units. Connecting with other stakeholders, and through them with the wider industry and governmental agencies, is the fourth objective of the Group. James Hookham of GSF says,

"Today is a marker on a journey to raise wider awareness of this critical issue across the globe and adoption of safe practices. Our organisations cannot do this on their own and we are reaching out to other bodies in the supply chain and in governmental agencies to join with us in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives".

The Guide to the CTU Code and the safe packing of containers should be essential reading for those it concerns and it can be read in full [HERE](#).

21 September 2020

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## Cargo safely secured? Check

in [Port News](#) 21/09/2020

An international push continues for the adoption of safe cargo-packing practices to avoid the loss of billions of dollars worth of goods and equipment annually in preventable accidents.

Five international freight transport and cargo-handling organizations collaborated on the newly released CTU Code: A Quick Guide, which condenses their advice on the packing of all types of cargo into 13 pages, and the Container Packing Checklist, which itemizes requirements for the packing of multimodal freight containers in a yes-or-no format.

The five groups — the Container Owners Association (COA), Global Shippers Forum (GSF), International Cargo Handling Coordination Association (ICHCA), TT Club and World Shipping Council (WSC) — said in a media briefing Thursday that the guide is designed to improve awareness and understanding of good practices in the packing of goods in cargo transport units (CTUs).

They said many cases of ship fires and container stack failures, vehicle rollovers and train derailments can be traced to poor packing practices. Peregrine Storrs-Fox, the TT Club's risk management director, said in April that the organization has estimated the international maritime industry alone incurs losses of about \$6 billion each year because of incorrectly packed or documented cargo.

"That includes damage to the cargo and delays, environmental cleanup, injuries and ship damage. The point is that \$6 billion is totally unnecessary. If people followed things correctly, then that \$6 billion would be saved to the entire industry," he said then.

Storrs-Fox repeated that figure Thursday and said the TT Club, which provides insurance and related risk-management services to the international transportation and logistics industry, believes these accidents can be prevented. "The vast majority are avoidable by adopting established good practices," he said.

The CTU Code was issued in 2014. Applying to packing and transport operations throughout the supply chain, the code was developed by the International Maritime Organization, International Labor Organization and United Nations Economic Commission for Europe.

In the years since the code was adopted, "we haven't actually seen a significant improvement in the incident statistics. Certainly wherever we go, we see that a lot of people are not aware of the CTU Code at all," Storrs-Fox said in April while discussing the launch of a cargo integrity campaign. This week's release of the guide and checklist are the latest steps taken as part of that campaign. Richard Brough, the head of the ICHCA and moderator of Thursday's web event, said it was clear from the number of cargo loss incidents that something more had to be done to attain adoption of the safety practices.

Storrs-Fox agreed, saying the TT Club had found "woeful ignorance" of the CTU Code. The Quick Guide covers the end-to-end packing process and includes steps on securing cargo and the handling of dangerous goods.

Storrs-Fox was asked if adherence to the CTU Code could have prevented the massive explosion at the Port of Beirut on Aug. 4.

"All of these sorts of events take a very long time to understand precisely what's happening," he said. "That's certainly the case with ship fires in recent years. They all take a long time to

investigate. ... But following each of those sorts of events, there should be added awareness and energy put to developing and following good practice.”

GSF Secretary General James Hookham called the checklist “a clear process map” for the packing of containers.

“There is a yes-or-no format and, upon successful completion, allows dispatch of a container,” he said.

Currently, the checklist is available as a PDF, but a mobile app is being considered, Hookham said. The CTU Code itself is available in all six official U.N. languages — English, French, Spanish, Russian, Chinese and Arabic — and work is underway to produce the printable guide and checklist in multiple languages as well.

One set of guidelines is important regardless of the language, Hookham said.

“The organizations found common ground,” he said. “We’ve got a job to do and working at it together I think is better than we would have done working at it individually.”

WSC Senior VP Lars Kjaer stressed that the work continues.

“On behalf of the World Shipping Council, I can assure ... that this initiative that we are launching today is not the conclusion of the concern that the CEOs of my member companies have regarding container safety,” Kjaer said. “It is but one initiative among a plethora of initiatives that ... we have been asked by our principals to become involved in.”

Source: Freight Waves

27 September 2020

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## Five global cargo groups collaborate to raise

Five international freight transport and cargo handling organisations are collaborating on the adoption and implementation of safety practices throughout the global supply chain.

The Containers Owners Association, Global Shippers Forum, International Cargo Handling Co-ordination Association, TT Club and World Shipping Council (WSC) are working on producing a new guidance on packing standards for freight containers and other cargo transport units.

On Monday, the five organisations have published a 'Quick Guide' to the UN sponsored Code of Practice for Packing of Cargo Transport Units (CTU Code), together with a checklist of actions and responsibilities for those undertaking the packing of cargoes in freight containers specifically.

Uffe Ernst-Frederiksen of the Containers Owners Association said: "Often overlooked is that the CTU Code also deals with supply chain parties' responsibilities to minimise visible pest contamination from containers and their cargoes. It is therefore appropriate that the material we are publishing draws attention to this important issue, stressing that minimising pest contamination of containers and their cargoes is a shared responsibility."

There have also been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires.

The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents.

Other occurrences such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and pest contamination can also be traced to poor packing practices.

"For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO's International Maritime Dangerous Goods (IMDG) Code. Such special provisions may today lead to exemptions from the code's safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures," Kjaer said.

TT Club's Peregrine Storrs-Fox weighed in: "Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry."

Storrs-Fox added: "Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate."

**Source:** [www.indiaseatradenews.com](http://www.indiaseatradenews.com)



15 September 2020

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# Global groups work together on container safety improvements

by [Ryan Smith](#) 15 Sep 2020  
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Five international freight transport and cargo handling organisations are collaborating on the creation of new guidance on packing standards for freight containers and other cargo transport units.

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Coordination Association, the TT Club and the World Shipping Council are working together on a range of activities to promote the adoption and implementation of safety practices throughout the global supply chain, the groups said in a statement.

As part of the collaboration, the organisations have published a “Quick Guide” to the United Nations-sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), along with a checklist of actions and responsibilities for

those packing cargo in freight containers. One of the aims of the collaboration is to promote awareness and wider use of the CTU Code.

There have been several “widely reported” container fires aboard ships, and containerised cargo may have been the cause of, or a contributing factor to, those fires, the organisations said. The organisations believe that consistent adherence to the CTU Code by all parties within global CTU supply chains would “significantly reduce” such incidents, some of which have resulted in serious injuries and death among ships’ crews and shore-side staff.

“Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices,” the organisations said.

The organisations, working together as the Cargo Integrity Group, have identified four areas of activity to improve understanding of safe cargo packing practices:

- Promoting awareness and adoption of the CTU Code.
- Seeking regulatory changes, including to the International Maritime Dangerous Goods Code, to improve clarity, application, implementation and enforcement of regulations.
- Monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes.
- Working with other industry and governmental stakeholders to promote awareness and understanding of safe cargo packing and handling processes.

“A key objective of our mission is promoting awareness of the CTU Code,” said Capt. Richard Brough OBE of ICHCA International. “We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our ‘CTU Code – a Quick Guide’. We want the code to be as accessible to as many operatives as possible and hope this ‘Quick Guide’ will encourage them to learn how the code can be applied to their own particular needs.”

Related stories:

- [TT Club publishes new guidance on how to manage tank container risk](#)
- [Coronavirus to prompt shipping industry to take a hard look at supply chains](#)

15 September 2020

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## GLOBAL SHIPPING CONTAINER PACKING SAFETY EFFORT UNDER WAY

Date: 15.09.2020

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An image from the code guide

With dangerously packed shipping containers still a scourge on Australian roads, as elsewhere and in other transport modes, much hope is invested in a new global safety effort.

Five international freight transport and cargo handling organisations are collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units (CTUs).

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association (ICHCA) International, international transport and logistics insurer the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

They have just launched CTU Code – a quick guide, an introduction the new Code of Practice for Packing of Cargo Transport Units, and a checklist of actions and

responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

The issue is salient to safety concerns amongst container users and transporters, with Freight & Trade Alliance (FTA), the Australian Peak Shippers Association (APSA) and Container Transport Alliance of Australia (CTAA) having won 2019-20 Heavy Vehicle Safety Initiative (HVSII) funding a year ago for their safe container handling initiative.

More news on that initiative is expected this week.

"There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires," the proponents point out.

"The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

"Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices.

"The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents."

To do this the organisations are working together as the Cargo Integrity Group (CIG) and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.

seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code

monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes

working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

The code is jointly published by the International Maritime Organisation (IMO), the International Labour Organisation (ILO) and the United Nations Economic Commission for Europe (UNECE).

Copies from the former and the latter can be found [here](#) and [here](#).

14 September 2020

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## Cargo interests launch new safety body

*Poorly packed containers have been implicated in a number of high-profile containership fire casualties. A new group has been formed in an effort to better enforce existing rules and push for better regulation*

- 14 Sep 2020

[James Baker@JamesBakerCI](mailto:James.Baker@JamesBakerCI) [james.baker@informa.com](mailto:james.baker@informa.com)

Guidance on using and applying the CTU Code is the first step in a programme to ensure all parties in the intermodal supply chain are aware of their responsibilities



MAERSK HONAM WAS ONE OF THE HIGH-PROFILE CASUALTIES IN WHICH DANGEROUS GOODS WERE IMPLICATED.

A GROUP of five organisations involved in containerised freight transport are to collaborate on new guidance on packing standards for containers and other cargo transport units in an effort to reduce the incidence of fires on board boxships.

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club and the World Shipping Council are co-



operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain, the group said in a joint release.

The joint body, the Cargo Integrity Group, has published a quick guide to the UN-sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

“There have been several widely reported container fires on board ships, where containerised cargoes may have been the cause of, or contributed to, such fires,” the CIG said.

“The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries among ships’ crews and shore-side staff.”

Other casualties, such as container stack failures, vehicle roll-overs and train derailments could also be traced to poor packing practices. The organisations said that a greater awareness of the CTU Code and the packing practices and techniques it contains would help to reduce such incidents.

“A key objective of our mission is promoting awareness of the CTU Code,” said ICHCA technical adviser Richard Brough.

“We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our CTU Code — a Quick Guide. We want the code to be as accessible to as many operatives as possible and hope this Quick Guide will encourage them to learn how the code can be applied to their own particular needs.”

Part of the challenge would be to create the necessary awareness of the CTU Code to the wide number of businesses active in the intermodal supply chain.

“Our organisations cannot do this on their own and we are reaching out to other bodies in the supply chain and in governmental agencies to join with us in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives,” said GSF secretary-general James Hookam.

As well as promoting the CTU Code, the CIG plans to seek regulatory changes to improve the clarity, implementation and enforcement of rules such as the Maritime Dangerous Goods Code, and supporting enhanced cargo screening processes and more effective container inspection regimes.

“We believe it is important to pro-actively review and, where needed, revise existing regulatory provisions to enhance ship, crew and worker safety,” said WSC vice-president Lars Kjaer.

“Working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO’s International Maritime Dangerous Goods Code. Such Special Provisions may today lead to exemptions from the Code’s safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures.”

14 September 2020

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15:45

15 September 2020



### **Five international organisations comes together for container safety**

Five international freight transport and cargo handling organizations have agreed to create new guidance on packaging standards for freight containers and other cargo transport units.



The Container Owners Association (COA), the Global Shippers Forum, the International Cargo Handling Coordination Association (ICHCA), the TT Club and the World Shipping Council (WSC) are working together on a variety of activities to better embrace and enforce critical security practices around the global supply chain.

As part of this long-standing partnership, the five organizations have issued a "Quick Guide" to the Code of Practice for the Packing of Cargo Transport Units (CTU Code) approved by the United Nations, along with a checklist of acts and obligations to direct certain undertakings in particular the packing of cargo in freight containers.

Dedicated to improving safety, security and environmental performance across the logistics supply chain, one of the goals of this partnership is to encourage understanding and greater use of the IMO / ILO / UNECE Code of Practice for Cargo Transport Units Packing.

Container fires onboard ships have been widely documented, where containerized cargoes may have been the cause of such fires.

The organizations believe that effective, widespread and conscientious adherence to the CTU Code by all parties within global supply chains of CTU would dramatically reduce these types of accidents, some of which resulted in casualties and serious injuries among crews of ships and workers on the shore.

"A key objective of our mission is promoting awareness of the CTU Code. We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our 'CTU Code – a Quick Guide'. We want the Code to be as accessible to as many operatives as possible and hope this Quick Guide will encourage them to learn how the Code can be applied to their own particular needs," Capt. Richard Brough OBE of ICHCA International stated.

Perhaps the biggest challenge in minimizing freight-related issues is to build the required awareness throughout the large number of businesses involved in carrying cargo by bulk cargo and other forms of units of cargo transport. The group's fourth goal is to communicate with other stakeholders, and through them, with the wider industry and government agencies.

### **Maritime Business World**



15 September 2020

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# Collaboration Seeks to Achieve Container Safety Improvements



Cargo loading practices are critical to safety improvements - photo courtesy of the TT Club

BY [THE MARITIME EXECUTIVE](#) 09-15-2020 04:10:23

A new collaboration among some of the leading organizations involved in the cargo shipping industry is seeking to address the persistent issues around the poor packing of cargoes. It is the industry's latest initiative designed to raise awareness to reduce accidents both aboard ship and in port related to failures to adhere to the established guidelines and best practices in cargo packing.

In launching the new program, the shipping industry is coming together to raise awareness about the practices including failures to secure cargo, overloading, and incorrect declaration of contents that have all been cited as contributing factors to incidents ranging from fires at sea to the loss of cargo overboard. Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses, and incidents of invasive pest contamination can also be traced to poor packing practices.

Highlighting that these practices have resulted in fatalities and serious injuries for ships' crews and shore-side personnel, five international freight transport and cargo handling organizations will collaborate on new tools to raise awareness and provide guidance on packing standards for containers and other forms of cargo transportation. The collaboration, which is known as the Cargo Integrity Group is dedicated to improving the safety, security, and environmental performance throughout the logistics supply chain.

The goal of the collaboration, which consists of the Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club, and the World Shipping Council, is to further the adoption and implementation of crucial safety practices throughout the global supply chain. They also aim to promote awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units known throughout the industry as the CTU Code.

"We believe it is important to pro-actively review and, where needed, revise existing regulatory provisions to enhance ship, crew, and worker safety," said Lars Kjaer from WSC. "For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO's International Maritime Dangerous Goods (IMDG) Code. Such Special Provisions may today lead to exemptions from the Code's safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures."

The organizations believe that consistent, widespread, and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents. One of their first initiatives was the publication of a new quick reference guide to the CTU Code as well as a checklist of actions and responsibilities to assist in the packing of cargoes.

"A key objective of our mission is promoting awareness of the CTU Code," said Capt. Richard Brough OBE of ICHCA International. "We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our 'CTU Code - a Quick Guide'. We want the Code to be as accessible to as many operatives as possible and hope this Quick Guide will encourage them to learn how the Code can be applied to their own particular needs."

Among the other initiatives that they will be undertaking will be seeking changes in regulatory requirements to improve the clarity, application, implementation, and enforcement of regulations, including the International Maritime Dangerous Goods (IMDG) Code. At the same time, they will also work across the industry and with government in promoting awareness and a better understanding of safe cargo packing and handling practices.

They will also work to promote awareness and adoption of the CTU Code and monitoring packing performance. The group will also support the strengthened cargo screening processes and more effective container inspection programs to improve performance and

adherence to the standards. It is hoped that their efforts can further contribute to the progress that is being made to better screen cargo especially to identify and correct incidents of misdeclaration of contents.

“Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry,” said TT Club’s Peregrine Storrs-Fox. “Such actions can also support and empower industry and government-sponsored container inspection programs that are fundamental to improving good practice and understanding how regulations actually operate. It is thus part of CIG’s third objective to participate in the ongoing revision of the IMO Circular regarding container inspection programs and support related industry cargo screening initiatives.”

Finally, recognizing that it requires participation from all sectors the group is also encouraging others ranging from the shipping lines and freight forwarders to government agencies to all become involved in the effort.

“Today is a marker on a journey to raise wider awareness of this critical issue across the globe and adoption of safe practices,” said James Hookham of GSF. “Our organizations cannot do this on their own and we are reaching out to other bodies in the supply chain and in governmental agencies to join with us in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives.”







September 2020

## Cinco grupos globales promueven el Código para mantener la integridad de la carga y evitar incidentes en el transporte

**C**inco organizaciones internacionales de transporte y manipulación de carga están colaborando en la elaboración de nuevas directrices sobre normas de embalaje para con-

tenedores de carga y otras unidades de transporte de carga. La Container Owners Association, el Global Shippers Forum, la International Cargo Handling Co-ordination Association, el TT Club y el World Shipping Council

están cooperando en una variedad de actividades para promover la adopción e implementación de prácticas de seguridad cruciales en todo el suministro de provisión global. Como parte de esta cooperación de

larga data, las cinco organizaciones han publicado una 'Guía rápida' del Código de las Naciones Unidas de Prácticas para el embalaje de unidades de transporte de carga (el Código CTU), junto con una Lista de verificación de acciones y responsabilidades para la orientación de los que realizan el embalaje de cargas en contenedores específicamente.

Dedicada a mejorar la seguridad, la protección y el desempeño ambiental en toda la cadena de suministro logístico, uno de los objetivos de esta colaboración es promover la conciencia y un uso más amplio del Código de prácticas de la IMO / ILO / UNECE para el embalaje de unidades de transporte de carga: el Código de la CTU.

El comunicado de las cinco organizaciones, señala que han habido varios incendios de contenedores a bordo de los barcos, donde las cargas pueden haber sido la causa o contribuido a tales incendios. Las organizaciones creen que la adhesión constante, generalizada y diligente al Código CTU por parte de todas las partes dentro de las cadenas de suministro globales de los contenedores reduciría significativamente este tipo de incidentes, algunos de los cuales han provocado muertes y lesiones graves entre las tripulaciones de los barcos y el personal en tierra.

Otros sucesos, como fallas en el apilado de contenedores, vuelcos de vehículos, descarrillamientos de trenes, colapsos internos de carga e incidentes de contaminación por plagas invasoras, también pueden atribuirse a prácticas deficientes de empaque. Las organizaciones creen que un mayor conocimiento del Código CTU y las prácticas y técnicas de empaque que contiene ayudará a reducir tales incidentes. Para hacer esto, las organizaciones están trabajando juntas como el Grupo de Integridad de Carga y han identificado las siguientes cuatro áreas de actividad para crear conciencia y mejorar la comprensión de las prácticas seguras de

empaque de carga: 1. Promover el conocimiento y la adopción del Código CTU. 2. Buscar cambios en los requisitos reglamentarios para mejorar su claridad, aplicación, implementación y cumplimiento, incluido el Código Marítimo Internacional de Mercancías Peligrosas (IMDG). 3. Supervisión del rendimiento del embalaje de la CTU mediante el apoyo a procesos reforzados de inspección de la carga y regímenes de inspección de conte-

nedores más eficaces 4. Trabajar con otras partes interesadas de la industria y gobiernos para promover la conciencia y una mejor comprensión de las prácticas seguras de embalaje y manipulación de la carga

15 September 2020

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## GLOBAL GROUPS COLLABORATE ON CONTAINER SAFETY IMPROVEMENTS



FIVE INTERNATIONAL FREIGHT TRANSPORT AND CARGO HANDLING ORGANISATIONS ARE COLLABORATING ON THE PRODUCTION OF NEW GUIDANCE ON PACKING STANDARDS FOR FREIGHT CONTAINERS AND OTHER CARGO TRANSPORT UNITS

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

As part of this longstanding cooperation, the five organisations have today published a 'Quick Guide' to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a Checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

Dedicated to improving the safety, security and environmental performance throughout the logistics supply chain, one of the aims of this collaboration is to promote awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code.

There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires. The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices. The organisations believe that a greater awareness of the CTU Code and the packing practices and

techniques it contains will help to reduce such incidents.

To do this the organisations are working together as the Cargo Integrity Group and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

1. Promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.
2. Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code.
3. Monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes
4. Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices

The five organisations each commented on today's announcements:

Improving understanding of the CTU Code's many requirements is central to the work of the group, as Capt. Richard Brough OBE of ICHCA International explains:

"A key objective of our mission is promoting awareness of the CTU Code. We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our 'CTU Code - a Quick Guide'. We want the Code to be as accessible to as many operatives as possible and hope this Quick Guide will encourage them to learn how the Code can be applied to their own particular needs."

Lars Kjaer from WSC comments on another of the Group's objectives:

"We believe it is important to pro-actively review and, where needed, revise existing regulatory provisions to enhance ship, crew and worker safety," he explains. "For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO's International Maritime Dangerous Goods (IMDG) Code. Such Special Provisions may today lead to exemptions from the Code's safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures."

Other significant steps have been made in recent months with initiatives to screen cargo effectively, particularly responding to the concerns over the mis-declaration of shipments.

"Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry," says TT Club's Peregrine Storrs-Fox. "Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate. It is thus part of CIG's third objective to participate in the ongoing revision of the IMO Circular regarding container inspection programmes and support related industry cargo screening initiatives."

Uffe Ernst-Frederiksen of the Container Owners Association commented on a further key aspect of the new documents:

"The IMO/ILO/UNECE CTU Code describes in chapter 4 the roles and responsibilities of parties in the container supply chain for the safe packing, handling, stowage and transport of containers and the correct reporting of their actual weights.

"However, often overlooked is that the CTU Code also deals with supply chain parties' responsibilities to minimize visible pest contamination from containers and their cargoes. It is therefore appropriate that the material we are publishing today draws attention to this important issue, stressing that minimizing pest contamination of containers and their cargoes is a shared responsibility.

"Our material also makes reference to guidance material recently developed and published by the IPPC's Sea Container Task Force of which COA is a member that aims at assisting parties in the containerized supply chains in trying to ensure that containers and their cargoes remain free from visible pest contamination. One of the key objectives of the SCTF is to promote voluntary government-industry

cooperation on minimizing pest contamination of CTUs.

“Our five organizations fully support this objective and call on all parties in the international containerized supply chains to actively support and participate in such voluntary programs, and to play their role in meeting the objective of minimizing visible pest contamination.”

Perhaps the greatest challenge in minimising cargo-related issues is that of creating the necessary awareness throughout the huge number of businesses active in the shipment of goods by intermodal container and other types of cargo transport units. Connecting with other stakeholders, and through them with the wider industry and governmental agencies, is the fourth objective of the Group.

James Hookham of GSF says:

“Today is a marker on a journey to raise wider awareness of this critical issue across the globe and adoption of safe practices. Our organisations cannot do this on their own and we are reaching out to other bodies in the supply chain and in governmental agencies to join with us in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives”.

The organisations would welcome the support and active assistance from other representative bodies, individual companies and governmental agencies committed to supporting and achieving the four objectives



15 September 2020

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# Transport and cargo handling organisations collaborate on container safety improvements

- 15 September 2020
- Port Technology International Team
- Container Handling



**Five international freight transport and cargo handling organisations are collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units.**

The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

On 14 September the group published a 'Quick Guide' to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a Checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

One of the aims of this collaboration is to promote awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code.

There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires.

The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices. The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents.

To do this the organisations are working together as the Cargo Integrity Group and have identified four areas of activity to raise the awareness and improve understanding of safe cargo packing practices.

These include promoting awareness and adoption of the CTU code; seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code; monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes; working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

15 September 2020

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## **Five partners collaborate to promote container safety**

*In order to help tackle container-related incidents onboard ships, five international freight transport and cargo handling organisations will cooperate to produce new guidance on packing standards for freight containers and other cargo transport units.*

[SAFETY](#) | 15/09/20

Namely, the Container Owners Association (COA), the Global Shippers Forum, the International Cargo Handling Co-ordination Association (ICHCA), the TT Club and the World Shipping Council (WSC), will join forces on a vast array of activities. This aims to adopt and implement safety practices throughout the global supply chain.

The five organisations have also published a 'Quick Guide' to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code). This is accompanied by a Checklist of actions and responsibilities for the guidance of those carrying out the packing of cargoes in freight containers.

What is more, one of the aims of this collaboration is to promote awareness and further use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units - the CTU Code.

According to the partners, a consistent and widespread compliance to the CTU Code by all parties within global CTU supply chains is able to reduce these types of incidents.

To do this, the organisations are collaborating as the Cargo Integrity Group and have identified four areas of activity to raise the awareness. These are:

- Promoting awareness and adoption of the CTU Code;
- Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement;
- Monitoring of CTU packing performance through support for strengthened cargo screening processes;
- Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling.

Commenting on the partnership, Capt. Richard Brough OBE of ICHCA International explained the aim is for the Code to be as accessible to as many operatives as possible and encourage them to learn how it can be applied to their own particular needs.



*Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate. It is thus part of CIG's third objective to participate in the ongoing revision of the IMO Circular regarding container inspection programmes and support related industry cargo screening initiatives*

TT Club's Peregrine Storrs-Fox stated.

As for Uffe Ernst-Frederiksen of the Container Owners Association, he notes that the IMO/ILO/UNECE CTU Code describes in chapter 4 the roles and responsibilities of parties in the container supply chain for the safe packing, handling, stowage and transport of containers and the correct reporting of their actual weights.

Nevertheless, he explains that a fact often overlooked, is that the CTU Code also deals with supply chain parties' responsibilities to minimize visible pest contamination from containers and their cargoes. For this reason, the partnership wants to draw attention to this important issue.

In addition, the material published also makes reference to guidance recently developed and published by the IPPC's Sea Container Task Force. One of the key objectives of the SCTF is to promote voluntary government-industry cooperation on minimizing pest contamination of CTUs. The five organizations fully support this objective and call on all parties in the international containerized supply chains to actively support and participate in such voluntary programs.

Finally, James Hookham of GSF added that the collaborating organizations are reaching out to other bodies in the supply chain and in governmental agencies to join with them in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives.

15 September 2020

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# Global Groups Collaborate on Container Safety Improvements

By **Baibhav Mishra**

September 15, 2020



(Image Courtesy: TT Club)

Five international freight transport and cargo handling organisations are collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units. The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

As part of this longstanding cooperation, the five organisations have today published a 'Quick Guide' to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a Checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

Dedicated to improving the safety, security and environmental performance throughout the logistics supply chain, one of the aims of this collaboration is to promote awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code.

There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires. The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices. The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents.

To do this the organisations are working together as the Cargo Integrity Group and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

- Promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.
- Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code.
- Monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes
- Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

**The five organisations each commented on today's announcements:**

Improving understanding of the CTU Code's many requirements is central to the work of the group, as Capt. Richard Brough OBE of ICHCA International explains:

***"A key objective of our mission is promoting awareness of the CTU Code. We have a dedicated set of outcomes designed to achieve this aim, which begins with the publication of our 'CTU Code – a Quick Guide'. We want the Code to be as accessible to as many operatives as possible and hope this Quick Guide will encourage them to learn how the Code can be applied to their own particular needs."***

Lars Kjaer from WSC comments on another of the Group's objectives,

***"We believe it is important to pro-actively review and, where needed, revise existing regulatory provisions to enhance ship, crew and worker"***

***safety,” he explains. “For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO’s International Maritime Dangerous Goods (IMDG) Code. Such Special Provisions may today lead to exemptions from the Code’s safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures.”***

Other significant steps have been made in recent months with initiatives to screen cargo effectively, particularly responding to the concerns over the mis-declaration of shipments.

***“Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry,” says TT Club’s Peregrine Storrs-Fox. “Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate. It is thus part of CIG’s third objective to participate in the ongoing revision of the IMO Circular regarding container inspection programmes and support related industry cargo screening initiatives.”***

Uffe Ernst-Frederiksen of the Container Owners Association commented on a further key aspect of the new documents:

***“The IMO/ILO/UNECE CTU Code describes in chapter 4 the roles and responsibilities of parties in the container supply chain for the safe packing, handling, stowage and transport of containers and the correct reporting of their actual weights”***

***“However, often overlooked is that the CTU Code also deals with supply chain parties’ responsibilities to minimize visible pest contamination from containers and their cargoes. It is therefore appropriate that the material we are publishing today draws attention to this important issue, stressing that minimizing pest contamination of containers and their cargoes is a shared responsibility. Our material also makes reference to guidance material recently developed and published by the IPPC’s Sea Container Task Force of which COA is a member that aims at assisting parties in the containerized supply chains in trying to ensure that containers and their cargoes remain free from visible pest contamination. One of the key***

***objectives of the SCTF is to promote voluntary government-industry cooperation on minimizing pest contamination of CTUs. Our five organizations fully support this objective and call on all parties in the international containerized supply chains to actively support and participate in such voluntary programs, and to play their role in meeting the objective of minimizing visible pest contamination.”***

Perhaps the greatest challenge in minimising cargo-related issues is that of creating the necessary awareness throughout the huge number of businesses

active in the shipment of goods by intermodal container and other types of cargo transport units. Connecting with other stakeholders, and through them with the wider industry and governmental agencies, is the fourth objective of the Group. James Hookham of GSF says,

***"Today is a marker on a journey to raise wider awareness of this critical issue across the globe and adoption of safe practices. Our organisations cannot do this on their own and we are reaching out to other bodies in the supply chain and in governmental agencies to join with us in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives".***

The organisations stated that they would welcome the support and active assistance from other representative bodies, individual companies and governmental agencies committed to supporting and achieving the four objectives.

Sea News, September 15

15 September 2020

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# Five global cargo groups collaborate to raise container safety standards

[Lee Hong Liang](#) | Sep 15, 2020

Five international freight transport and cargo handling organisations are collaborating on the adoption and implementation of safety practices throughout the global supply chain.

The Containers Owners Association, Global Shippers Forum, International Cargo Handling Co-ordination Association, TT Club and World Shipping Council (WSC) are working on producing a new guidance on packing standards for freight containers and other cargo transport units.

On Monday, the five organisations have published a ‘Quick Guide’ to the UN sponsored Code of Practice for Packing of Cargo Transport Units (CTU Code), together with a checklist of actions and responsibilities for those undertaking the packing of cargoes in freight containers specifically.

The aim of the collaboration is to promote awareness and wider use of the IMO/ILO/UNECE CTU Code.

Uffe Ernst-Frederiksen of the Containers Owners Association said: “Often overlooked is that the CTU Code also deals with supply chain parties’ responsibilities to minimise visible pest contamination from containers and their cargoes. It is therefore appropriate that the material we are publishing draws attention to this important issue, stressing that minimising pest contamination of containers and their cargoes is a shared responsibility.”

There have also been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires.

The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents.

Other occurrences such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and pest contamination can also be traced to poor packing practices.

Lars Kjaer from WSC commented: “We believe it is important to pro-actively review and, where needed, revise existing regulatory provisions to enhance ship, crew and worker safety.

“For example, working closely with other partners, we have been able to ensure the launching of a considered review of the maritime Special Provisions in the IMO’s International Maritime Dangerous Goods (IMDG) Code. Such special provisions may today lead to exemptions from the code’s safety and documentary requirements with the result that the carrier may not be able to take necessary precautionary measures,” Kjaer said.

TT Club’s Peregrine Storrs-Fox weighed in: “Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry.”

Storrs-Fox added: “Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate.”



15 September 2020

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# Transport groups collaborate to improve container safety

Sam Chambers September 15, 2020



Five international freight transport and cargo handling organisations are collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units. The Container Owners Association, the Global Shippers Forum, the International Cargo Handling Co-ordination Association, the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of safety practices throughout the global supply chain.

As part of this longstanding cooperation, the five organisations have published a quick guide to the United Nations sponsored Code of Practice for Packing of Cargo Transport Units (the CTU Code), together with a checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

Dedicated to improving the safety, security and environmental performance throughout the logistics supply chain, one of the aims of this collaboration is to promote awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code.

There have been several widely reported container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires. The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

Other occurrences, such as container stack failures, vehicle roll-overs, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices. The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents.

To do this the organisations are working together as the Cargo Integrity Group and seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code.

James Hookham from the Global Shippers Forum commented, "Today is a marker on a journey to raise wider awareness of this critical issue across the globe and adoption of safe practices. Our organisations cannot do this on their own and we are reaching out to other bodies in the supply chain and in governmental agencies to join with us in promoting high standards of the packing of all cargo transport units and understanding the inter-connectedness of differing objectives."

"Carriers have been advancing their capability to screen cargo at the time of booking in order to combat the curses of error and fraud that cause misdeclarations and unacceptable risk for the industry," said TT Club's Peregrine Storrs-Fox. "Such actions can also support and empower industry and government sponsored container inspection programmes that are fundamental to improving good practice and understanding how regulations actually operate."

16 September 2020

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# Global groups collaborate on container safety improvements

[News](#) 16 Sep 2020 [by WCN Editorial](#)

Five international freight transport and cargo handling organisations have come together as the Cargo Integrity Group (CIG), collaborating on the production of new guidance on packing standards for freight containers and other cargo transport units



The Container Owners Association (COA), the Global Shippers Forum (GSF), the International Cargo Handling Co-ordination Association (ICHCA), the TT Club and the World Shipping Council (WSC) are co-operating on a range of activities to further the adoption and implementation of crucial safety practices throughout the global supply chain.

This is the latest initiative to promote the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units - the CTU Code. The difference, this time around, is that the COA, representing most big container shipping lines and container leasing companies, is involved as well as the "group of four," which had also called for the CTU code to be given legal status by IMO member governments.



Containers - but how many pests? (scienceinpublic.com.au)

In a statement prepared for the launch of the CIG, Uffe Ernst-Frederiksen, COA Chairman and Head of Cargo Management at Maersk Line, drew attention to the widespread problem of pest contamination of containers and their cargoes. The COA has previously participated in Joint Industry Guidelines with the WSC and the ICS on cleaning containers.

The CIG has published a "Quick Guide" to the CTU code together with a checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers specifically.

Exercising broader concerns, the CIG refers to container fires aboard ships, where containerised cargoes may have been the cause of, or contributed to, such fires. The organisations believe that consistent, widespread and diligent adherence to the CTU Code by all parties within global CTU supply chains would significantly reduce these types of incidents, some of which have resulted in fatalities and serious injuries amongst ships' crews and shore-side staff.

Other occurrences, such as container stack failures, vehicle rollovers, train derailments, internal cargo collapses and incidents of invasive pest contamination, can also be traced to poor packing practices. The organisations believe that a greater awareness of the CTU Code and the packing practices and techniques it contains will help to reduce such incidents.



# THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE

ICHCA INTERNATIONAL BRIEFING PAMPHLET #3

9TH EDITION - September 2020



Produced by:

**ICHCA**  
INTERNATIONAL

The voice of global cargo handling

[www.ichca.com](http://www.ichca.com)

Sponsored by:

**EXIS**  
TECHNOLOGIES

NCB GROUP

SAFETY OF LIFE AND CARGO AT SEA

[www.existec.com](http://www.existec.com)

The latest iteration of the ICHCA/Exis briefing pamphlet

To do this the organisations are working together as the Cargo Integrity Group and have identified the following four areas of activity to raise the awareness and improve understanding of safe cargo packing practices:

- Promoting awareness and adoption of the CTU Code, of which the guidance material published today is an example.

- Seeking changes in regulatory requirements to improve their clarity, application, implementation and enforcement, including to the International Maritime Dangerous Goods (IMDG) Code.
- Monitoring of CTU packing performance through support for strengthened cargo screening processes and more effective container inspection regimes
- Working with other industry and governmental stakeholders in promoting awareness and better understanding of safe cargo packing and handling practices.

Separately, ICHCA and Exis Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3. Exis Technologies, an ICHCA member for many years, has contributed to the content of the pamphlet and sponsored its publication.

*Press clippings relating to the following press release:*

**ICHCA International and Exis Technologies launch updated  
IMDG Code International Briefing Pamphlet #3**

Distributed on 14 September 2020



15 September 2020

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## **ICHCA and Exis Technologies launch IMDG Code International Briefing Pamphlet**

By [Ann Butler](#) | Published [September 15, 2020](#)

International Cargo Handling Coordination Association (ICHCA) and Exis Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3. Exis Technologies, an ICHCA member for many years, has contributed to the content of the pamphlet and sponsored its publication.

### **THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE**

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**9TH EDITION - September 2020**

The publication is one of an extensive series of briefing pamphlets and other documents developed by the International Technical Panel of ICHCA International Ltd (ITP). The pamphlet series is designed to provide all those involved in cargo handling, transport and related activities with practical advice and regulatory updates related to the safe handling and transport of cargoes.

The goal of the series, and a prime focus for the work of ICHCA International and the ITP in general, is to foster a better understanding of how to reduce damage, injury and loss during handling and transport operations, safeguarding people, cargo, equipment and property.

Richard Brough, head of ICHCA commented, "We are pleased to be able to offer an update to this important document with the sponsorship of Exis Technologies. Shipping dangerous goods in compliance with the IMDG Code is a subject that is extremely important to both of our organisations. We hope that this document will give people a good summary of the main aspects of the IMDG Code. ICHCA and Exis are available to offer practical advice, Hazcheck Systems for IMDG Code compliance and online IMDG Code training (15% discount for ICHCA members) to help companies to implement the IMDG Code effectively in their daily operations."

Briefing Pamphlets are free to download for ICHCA members here: <https://ichca.com/briefing-pamphlets> or can be purchased individually by non-members by contacting [secretariat@ichca.com](mailto:secretariat@ichca.com)

16 September 2020

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## **ICHCA International & Exis Technologies launch updated IMDG Code International Briefing Pamphlet #3**

International Cargo Handling Coordination Association (ICHCA), the independent, not-for-profit organisation dedicated to improving cargo handling and goods movement by all modes globally, and Exis Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3. Exis Technologies, an ICHCA member for many years, has contributed to the content of the pamphlet and sponsored its publication, said a release.

The publication is one of an extensive series of briefing pamphlets and other documents developed by the International Technical Panel of ICHCA International Ltd (ITP). The briefing pamphlet series is designed to provide all those involved in cargo handling, transport and related activities with practical advice and regulatory updates related to the safe handling and transport of cargoes.

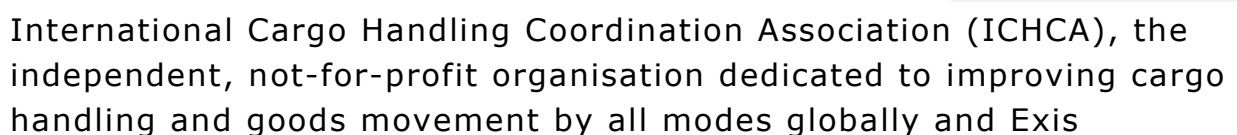
The goal of the briefing pamphlet series, and a prime focus for the work of ICHCA International and the ITP in general, is to foster a better understanding of how to reduce damage, injury and loss during handling and transport operations, safeguarding people, cargo, equipment and property.

The updated IMDG Code pamphlet has been authored by Margaret Fitzgerald, BSc (Hons), CChem, MRSC, MSc, Head of Policy and Regulatory Affairs for IMCA (International Marine Contractors Association); Les Richings, a member of the ICHCA Technical Panel and Head of the Panel's Dangerous Goods Working Group Association; and Will Bartle, Compliance and Regulations Manager at Exis Technologies and member of the ICHCA Technical Panel.

Mr Richard Brough, Head of ICHCA, commented, "We are pleased to be able to offer an update to this important document with the sponsorship of Exis Technologies. Shipping dangerous goods in compliance with the IMDG Code is a subject that is extremely important to both of our organisations. We hope that this document will give people a good summary of the main aspects of the IMDG Code. ICHCA and Exis are available to offer practical advice, Hazcheck Systems for IMDG Code compliance and online IMDG Code training (15% discount for ICHCA members) to help companies to implement the IMDG Code effectively in their daily operations."

**Source: Exim News Service: London, Sept. 16**

**International and Exis Technologies launch updated  
IMDG Code International Briefing Pamphlet #3  
NAL BRIEFING PAMPHLET #3**



Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3. Exis Technologies, an ICHCA member for many years, has contributed to the content of the pamphlet and sponsored its publication.

The publication is one of an extensive series of briefing pamphlets and other documents developed by the International Technical Panel of ICHCA International Ltd (ITP). The briefing pamphlet series is designed to provide all those involved in cargo handling, transport and related activities with practical advice and regulatory updates related to the safe handling and transport of cargoes.

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September 22nd, 2020 | Categories: **Tech & digitalisation**

15 September 2020

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# ICHCA International and Exis Technologies launch updated IMDG Code International Briefing Pamphlet #3

By **Maritime Post**

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September 15, 2020

International Cargo Handling Coordination Association (ICHCA), the independent, not-for-profit organisation dedicated to improving cargo handling and goods movement by all modes globally and Exis Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3. Exis Technologies, an ICHCA member for many years, has contributed to the content of the pamphlet and sponsored its publication.

The publication is one of an extensive series of briefing pamphlets and other documents developed by the International Technical Panel of ICHCA International Ltd (ITP). The briefing pamphlet series is designed to provide all those involved in cargo handling, transport and related activities with practical advice and regulatory updates related to the safe handling and transport of cargoes.

The goal of the briefing pamphlet series, and a prime focus for the work of ICHCA International and the ITP in general, is to foster a better understanding of how to reduce damage, injury and loss during handling and transport operations, safeguarding people, cargo, equipment and property.

The updated IMDG Code pamphlet has been authored by Margaret Fitzgerald BSc (Hons), CChem, MRSC, MSc, Head of Policy and Regulatory Affairs for IMCA (International Marine Contractors Association), Les Richings a member of the ICHCA Technical Panel and Head of the Panel's Dangerous Goods Working Group Association



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Richard Brough, Head of ICHCA commented, "We are pleased to be able to offer an update to this important document with the sponsorship of Exis Technologies. Shipping dangerous goods in compliance with the IMDG Code is a subject that is extremely important to both of our organisations. We hope that this document will give people a good summary of the main aspects of the IMDG Code. ICHCA and Exis are available to offer practical advice, Hazcheck Systems for IMDG Code compliance and online IMDG Code training (15% discount for ICHCA members) to help companies to implement the IMDG Code effectively in their daily operations."

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15 September 2020

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*ICHCA and Exis Technologies launch IMDG Code International Briefing Pamphlet*

By [Ann Butler](#)

[bulk-distributor.com](https://bulk-distributor.com) — By Ann Butler | Published September 15, 2020 International Cargo Handling Coordination Association (ICHCA) and Exis Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3.



14 September 2020

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# ICHCA and Exis Technologies launch updated IMDG Code International Briefing Pamphlet #3

By **Baibhav Mishra**

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September 14, 2020



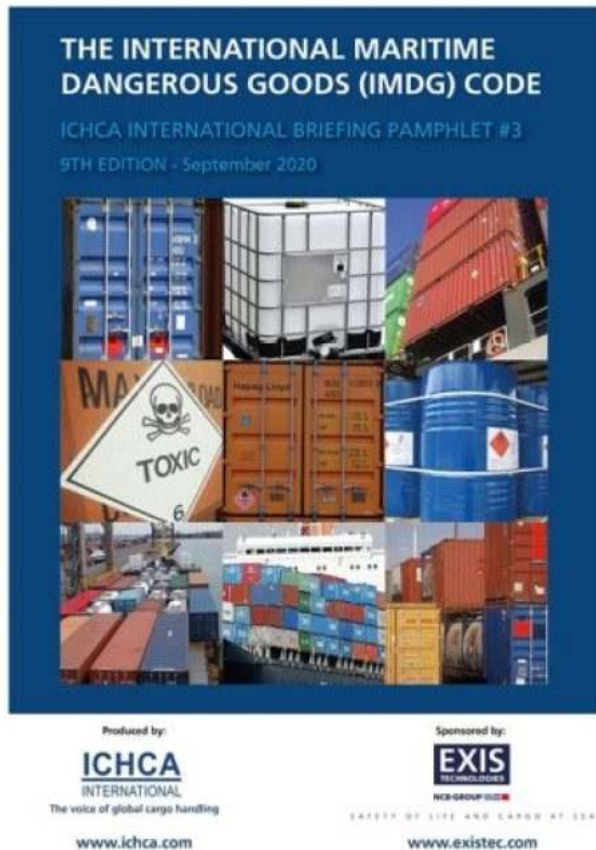
*(Image Courtesy: ICHCA)*

International Cargo Handling Coordination Association (ICHCA), the independent, not-for-profit organisation dedicated to improving cargo handling and goods movement by all modes globally and Exis Technologies, global leaders in IT solutions for the management of dangerous goods in sea transport, have launched an updated version of the IMDG Code International Briefing Pamphlet #3. Exis Technologies, an ICHCA member for many years, has contributed to the content of the pamphlet and sponsored its publication.

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*(Image Courtesy: ICHCA)*

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Sea News, September 14

*Press clippings relating to the following press release:*

**NCB Group joins ICHCA to strengthen ties with  
global cargo handling community**

Distributed on 28 October 2020

29 October 2020

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Oct 29 | 2020

## (Global) NCB, Exis Join Cargo-handling Association



The International Cargo Handling Coordination Association, or ICHCA, has added the National Cargo Bureau, or NCB, and Exis Technologies as its newest members, extending its capability in the global cargo chain.

NCB brings experience in cargo inspection while Exis Technologies provides IT solutions for shipping dangerous goods by sea. The new members have each appointed a representative to the ICHCA Technical Panel, boosting coverage of practical cargo handling issues.

“Together the companies bring a wealth of container and dangerous goods shipping experience ... We look forward to building on our relationship with Exis and NCB to develop more solutions for our members and the wider shipping community,” said Richard Brough OBE, head of ICHCA.

Founded in 1952, the ICHCA is an not-for-profit organization dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement.



28 October 2020

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## NCB joins forces with ICHCA

October 28, 2020



The National Cargo Bureau and the International Cargo Handling Co-ordination Association are set to collaborate on new cargo safety projects.

The New York-based [National Cargo Bureau](#) (NCB) along with its [Exis Technologies](#) subsidiary, which NCB acquired in April 2018, have joined the International Cargo Handling Coordination Association (ICHCA).

Exis Technologies have been members of ICHCA for more than 10 years, but with the company becoming part of NCB the next logical step was for the group to become members, said the head of ICHCA Richard Brough.

Cargo inspection group NCB will bring its expertise to ICHCA, with Exis Technologies promoting and developing its Hazcheck Detect systems for identifying misdeclared and non-declared cargoes.

Brough added that while Exis Technologies and ICHCA have worked together on many joint projects over the past decade, there are new projects planned that will use NCB's capability along with ICHCA's own expertise.

According to the joint statement Captain Eric Rounds, chief surveyor at NCB will sit on the ICHCA Technical Panel alongside Will Bartle, the compliance and regulations manager at Exis Technologies.

Brough added, "Together the companies bring a wealth of container and dangerous goods shipping experience. We have worked with Exis for many years on initiatives to improve cargo handling. We look forward to building on our relationship with Exis and NCB to develop more solutions for our members and the wider shipping community."

Past projects from ICHCA have included ventures, with sponsorship from the insurer TT Club, the CTU pack e-learning courses for those involved in container packing job roles and IMDG Code e-learning courses for shore-side staff handling and transporting dangerous goods by sea.

NCB was incorporated as a non-profit organisation in May 1952 with a view to promoting the safety of life and cargo at sea. NCB has 18 offices throughout the US and a global network of approved marine surveyors. Exis Technologies is headquartered in Darlington, UK.



29 October 2020

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## NCB与ICHCA合作

物流巴士 时间：2020-10-29 阅读：6



国家货运局和国际货运处理协调协会将就新的货运安全项目进行合作。

纽约[国家货运局](#)（NCB）及其[Exis Technologies](#)子公司（NCB在2018年4月收购）已加入国际货运处理协调协会（ICHCA）。

ICHCA负责人Richard Brough表示，Exis Technologies已经成为ICHCA的成员已有10多年的历史，但是随着该公司成为NCB的一部分，下一个合乎逻辑的步骤就是使该组织成为成员。

货物检验小组NCB将把其专业知识带给ICHCA，Exis Technologies将推广和开发其Hazcheck Detect系统，以识别错误申报和未申报的货物。

Brough补充说，尽管Exis Technologies和ICHCA在过去十年中共同致力于许多联合项目，但计划中的新项目将利用NCB的能力以及ICHCA自身的专业知识。

根据联合声明，Eric Rounds船长说，NCB的首席测量师将与Exis Technologies的合规和法规经理Will Bartle一起坐在ICHCA技术小组中。

Brough补充说：“这些公司共同带来了丰富的集装箱和危险品运输经验。我们与Exis合作多年，致力于改善货运处理能力。我们期待与Exis和NCB建立合作关系，为我们的会员和更广泛的航运界开发更多解决方案。”

ICHCA过去的项目包括合资企业，保险公司TT Club的赞助，为从事集装箱包装工作的人员提供的CTU包装电子学习课程以及针对岸边工作人员海上运输和运输危险货物的IMDG法规电子学习课程。

为了促进海上人命和货物的安全，NCB于1952年5月成立为非营利组织。NCB在美国设有18个办事处，并拥有一个由认可的海洋测量师组成的全球网络。Exis Technologies的总部位于英国达灵顿。

## NCB cooperates with ICHCA

Logistics Bus Time: 2020-10-29 Reading: 6



The National Freight Administration and the International Freight Handling Coordination Association will cooperate on new freight security projects.

The New York [National Cargo Bureau](#) (NCB) and its [Exis Technologies](#) subsidiary (acquired by NCB in April 2018) have joined the International Cargo Handling Coordination Association (ICHCA).

Richard Brough, head of ICHCA, said that Exis Technologies has been a member of ICHCA for more than 10 years, but as the company becomes part of the NCB, the next logical step is to make the organization a member.

The cargo inspection team NCB will bring its expertise to ICHCA, and Exis Technologies will promote and develop its Hazcheck Detect system to identify misdeclared and undeclared goods.

Brough added that although Exis Technologies and ICHCA have worked together on many joint projects over the past decade, the planned new projects will leverage the capabilities of NCB and ICHCA's own expertise.

According to the joint statement, Captain Eric Rounds said that NCB's chief surveyor will sit in the ICHCA technical team with Will Bartle, Exis Technologies' compliance and regulatory manager.

Brough added: "These companies have brought together a wealth of experience in container and dangerous goods transportation. We have worked with Exis for many years and are committed to improving freight handling capabilities. We look forward to establishing partnerships with Exis and NCB for our members and wider The shipping industry develops more solutions."

ICHCA's past projects include joint ventures, sponsorship of insurance company TT Club, CTU packaging e-learning courses for people engaged in container packaging work, and IMDG regulations e-learning courses for shore workers on maritime transportation and transportation of dangerous goods.

In order to promote the safety of life and cargo at sea, NCB was established as a non-profit organization in May 1952. NCB has 18 offices in the United States and has a global network of accredited marine surveyors. Exis Technologies is headquartered in Darlington, UK.

28 October 2020

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## Exis and parent join cargo handling group

[ October 28, 2020 // [Chris](#) ]

New York based cargo inspection company National Cargo Bureau and its shipping and dangerous goods IT arm, Exis Technologies have joined the International Cargo Handling Coordination Association (ICHCA). Exis Technologies had previously been an individual member of ICHCA for over 10 years.

Exis Technologies and ICHCA have worked together on many joint projects over the past decade, including, with sponsorship from the TT Club, the CTU pack e-learning courses for those involved in container packing job roles and IMDG Code e-learning courses for shore side staff handling and transporting dangerous goods by sea.

NCB chief surveyor Captain Eric Rounds will join the ICHCA Technical Panel alongside Exis Technologies compliance and regulations manager, Will Bartle. The Panel provides technical advice and publications on practical cargo handling issues



28 October 2020

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Wednesday, October 28, 2020

## Safety at Sea Dedicated Company Takes Out Membership of Global Cargo Handling Association

**US Firm In Group Corporate Link Together with its UK Based IT Technology Subsidiary**



US – UK – WORLDWIDE – The National Cargo Bureau ([NCB](#)), the New York based cargo inspection company tasked with its mission of 'the Safety of Life and Cargo at Sea' and its associated concern, IT solutions group [Exis Technologies](#), have joined the International Cargo Handling Coordination Association ([ICHCA](#)) under a group corporate membership.

Darlington, England headquartered Exis Technologies, which has been part of the NCB Group since April 2018, had previously been an individual member of ICHCA for over 10 years and worked together with ICHCA on many joint projects in that time.

These have included, with sponsorship from the TT Club, the CTUpack e-learning courses for those involved in container packing job roles and IMDG Code e-learning courses for shore side staff handling and transporting dangerous goods by sea, all aimed at fulfilling the NCB's prime objective. Ian Lennard, President of NCB, commented:

"ICHCA is an important part of the global cargo handling community. Like us, they are a not-for-profit organisation, and their focus is on improving the safety and security of our global supply chains. We are pleased to be able to join them alongside Exis in our mission to improve the Safety of Life and Cargo at Sea."

As part of the membership Captain Eric Rounds, Chief Surveyor NCB will join the ICHCA Technical Panel alongside Will Bartle, Compliance and Regulations Manager at Exis Technologies. The Panel provides technical advice and publications on a wide range of practical cargo handling issues and will allow NCB and Exis to be involved in the improvement of knowledge and best practice across the global cargo chain. Richard Brough OBE, Head of ICHCA commented:

"We are delighted that the NCB Group have decided to join us under a group corporate membership. Together the companies bring a wealth of container and dangerous goods shipping experience. We have worked with Exis for many years on initiatives to improve cargo handling. We look forward to building on our relationship with Exis and NCB to develop more solutions for our members and the wider shipping community."

Photo: Courtesy of NCB.



28 October 2020

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## **NCB Group joins ICHCA to strengthen ties with global cargo handling community**

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Created: 28 October 2020

National Cargo Bureau, the New York based cargo inspection company and Exis Technologies, global leaders in IT solutions for shipping dangerous goods by sea are pleased to announce that they have joined the International Cargo Handling Coordination Association (ICHCA) under a group corporate membership. Exis Technologies, which has been part of the NCB Group since April 2018, had previously been an individual member of ICHCA for over 10 years. Exis Technologies and ICHCA have worked together on many joint projects over the past decade, including, with sponsorship from the TT Club, the CTU pack e-learning courses for those involved in container packing job roles and IMDG Code e-learning courses for shore side staff handling and transporting dangerous goods by sea.

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Source **Cargo Bureau**

30 October 2020

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**Richard Brough OBE, Head of ICHCA** commented, “We are delighted that the NCB Group have decided to join us under a group corporate membership. Together the companies bring a wealth of container and dangerous goods shipping experience. We have worked with Exis for many years on initiatives to improve cargo handling. We look forward to building on our relationship with Exis and NCB to develop more solutions for our members and the wider shipping community.”

**Ian Lennard, President of NCB**, commented, “ICHCA is an important part of the global cargo handling community. Like us, they are a not-for-profit organisation, and their focus is on improving the safety and security of our global supply chains. We are pleased to be able to join them alongside Exis in our mission to improve the Safety of Life and Cargo at Sea.”

15 September 2020

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# NCB Group joins ICHCA to strengthen ties with global cargo handling community

By **Maritime Post**

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October 29, 2020

National Cargo Bureau, the New York based cargo inspection company and Exis Technologies, global leaders in IT solutions for shipping dangerous goods by sea are pleased to announce that they have joined the International Cargo Handling Coordination Association (ICHCA) under a group corporate membership. Exis Technologies, which has been part of the NCB Group since April 2018, had previously been an individual member of ICHCA for over 10 years.

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As part of the membership Captain Eric Rounds, Chief Surveyor NCB will join the ICHCA Technical Panel alongside Will Bartle, Compliance and Regulations Manager at Exis Technologies. The Panel provides technical advice and publications on a wide range of practical cargo handling issues and will allow NCB and Exis to be involved in the improvement of knowledge and best practice across the global cargo chain.

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- Ends -

#### **About National Cargo Bureau**

*The National Cargo Bureau was incorporated as a non-profit organization in May 1952 with a mission of "Safety of Life and Cargo at Sea". The Bureau was created to render assistance to the United States Coast Guard in discharging its responsibilities under the 1948 International Convention for Safety of Life at Sea which addressed the carriage of Dangerous Goods and Grain cargos for the first time.* NCB operates in 18 offices throughout the United States. These locations are supplemented globally by a network of vetted and approved marine surveyors. Exis Technologies, headquartered in Darlington, UK, has been part of the NCB Group since April 2018. Together their not-for-profit mission is the Safety of Life and Cargo at Sea. <http://www.natcargo.org>

#### **About Exis Technologies**

Exis, part of the NCB Group, has been a leading supplier of IT compliance systems for the management of dangerous goods in sea transport for over 30 years. Major container shipping lines, ports and shippers have been relying on Hazcheck Systems for regulatory compliance, efficiency and safety in their global operations. In recent years, Exis has developed new solutions with NCB including a portal for sharing operator, vessel and port restrictions among ports and operators; a web-based database and access portal for inspection companies to plan and enter details of cargo inspections; and a cargo screening service to identify misdeclared and undeclared dangerous goods. [www.existec.com](http://www.existec.com)

#### **About ICHCA**

The International Cargo Handling Coordination Association (ICHCA), founded in 1952, is an independent, not-for-profit organisation dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement by all modes and through all phases of national and international supply chains.

ICHCA International's privileged non-government organisation (NGO) status enables it to represent its members, and the cargo handling industry at large, in front of national and international agencies and regulatory bodies. Its Expert Panel provides technical advice and publications on a wide range of practical cargo handling issues.

ICHCA International operates through a series of autonomous national and regional chapters – including ICHCA Australia, ICHCA Japan and ICHCA Canarias/Africa (CARC) – plus Correspondence and Working Groups to provide a focal point for informing, educating, networking, shaping and sharing industry views to improve knowledge and best practice across the global cargo chain [www.ichca.com](http://www.ichca.com)



28 October 2020

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# National Cargo Bureau and Exis Technologies join ICHCA

- 28 October 2020
- Port Technology International Team



**National Cargo Bureau and IT solution providers Exis Technologies have announced that they have joined the [International Cargo Handling Coordination Association](#) (ICHCA) under a [group corporate membership](#).**

Exis Technologies, which has been part of the NCB Group since April 2018, had previously been an individual member of ICHCA for over 10 years.

In a statement, Exis Technologies said it has worked with ICHCA on many joint projects over the past decade, including, with sponsorship from the TT Club, the CTU pack e-learning courses for those involved in container packing job roles and IMDG Code e-learning courses for shore side staff handling and transporting dangerous goods by sea.

As part of the membership Captain Eric Rounds, Chief Surveyor NCB will join the ICHCA Technical Panel alongside Will Bartle, Compliance and Regulations Manager at Exis Technologies.

The Panel provides technical advice and publications on a wide range of practical cargo handling issues and will allow NCB and Exis to be involved in the improvement of knowledge and best practice across the global cargo chain.

Richard Brough OBE, Head of ICHCA commented: "We are delighted that the NCB Group have decided to join us under a group corporate membership. Together the companies bring a wealth of container and dangerous goods shipping experience.

"We have worked with Exis for many years on initiatives to improve cargo handling. We look forward to building on our relationship with Exis and NCB to develop more solutions for our members and the wider shipping community."

Ian Lennard, President of NCB, added: "ICHCA is an important part of the global cargo handling community. Like us, they are a not-for-profit organisation, and their focus is on improving the safety and security of our global supply chains.

"We are pleased to be able to join them alongside Exis in our mission to improve the Safety of Life and Cargo at Sea."

29 October 2020

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# NCB Group joins ICHCA to strengthen ties with global cargo handling community

By **Baibhav Mishra**

October 29, 2020



*(Image Courtesy: ICHCA)*

National Cargo Bureau, the New York based cargo inspection company and Exis Technologies, global leaders in IT solutions for shipping dangerous goods by sea are pleased to announce that they have joined the International Cargo Handling Coordination Association (ICHCA) under a group corporate membership. Exis Technologies, which has been part of the NCB Group since April 2018, had previously been an individual member of ICHCA for over 10 years.

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Sea News, October 29

30 October 2020

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## **NCB Group Joins ICHCA To Strengthen Ties with Global Cargo Handling Community**

National Cargo Bureau, the New York based cargo inspection company and Exis Technologies, global leaders in IT solutions for shipping dangerous goods by sea are pleased to announce that they have joined the International Cargo Handling Coordination Association (ICHCA) under a group corporate membership. Exis Technologies, which has been part of the NCB Group since April 2018, had previously been an individual member of ICHCA for over 10 years.



Other press coverage collated during the period

September - October 2020



## ICHCA sees a digital shipping future

The International Cargo Handling Coordination Association (better known as ICHCA International) acts as a focal point for sharing and shaping industry views as part of a broader effort to improve cargo handling throughout international supply chains. It describes itself as dedicated to improving the safety, productivity and efficiency of cargo handling and movement worldwide.

Based in London and representing the global cargo handling industry since 1952, it is a not-for-profit, non-governmental organisation (NGO) whose members include such major industry players as APM Terminals

(APMT), Associated British Ports (ABP), CMA Terminals and DP World, as well as many smaller port operators, cargo handlers and others.

It has joined forces with other shipping and cargo handling industry bodies to call for the acceleration of the process of digitisation of the maritime trade and logistics space: a process that it regards as particularly important given the impact of the Covid-19 pandemic on global trade and international shipping.

ICHCA International, the International Association of Ports and Harbors (IAPH), BIMCO, the International Chamber of

Shipping (ICS), the International Harbour Masters' Association (IHMA), the International Maritime Pilots Association (IMPA), the International Port Community Systems Association (IPCSA), the International Ship Suppliers' Association (ISSA), the Federation of National Associations of Ship Brokers and Agents (FONASBA) and the PROTECT Group have combined their voices to call for a programme of change to be based around the following nine action points:

1. Assess the state of implementation and find ways to enforce the already mandatory requirements defined



in the International Maritime Organization's Facilitation (IMO FAL) Convention supporting the transmission, receipt and response of information required for the movement of ships and cargo.

2. Ensure harmonisation of data standards beyond the IMO FAL Convention to facilitate sharing of port and berth-related master data.

3. Work towards the introduction of Port Community Systems and secure data exchange platforms.

4. Review existing IMO guidance on maritime cyber risk management.

5. Raise awareness and promote best practices and standardisation on how port communities can apply emerging technologies such as artificial intelligence, advanced analytics, internet of things, digital twins, robotics process automation, autonomous systems, blockchain, virtual reality and augmented reality.

6. Facilitate the implementation of such emerging technologies and other innovative tools to increase health security in port environments.

7. Develop a framework and roadmap to facilitate the implementation and operationalisation of digital port platforms in which authorised

port community service providers and users can share data under secure data sharing protocols.

8. Establish a coalition of willing stakeholders to improve transparency of the supply chain, starting with the electronic bill of lading.

9. Establish a capacity building framework to support smaller, less developed and understaffed port communities.

The various NGOs involved accept the requirement for high levels of collaboration across the shipping industry if these action points are to be fulfilled, as well as inter-governmental collaboration, "as the acceleration of digitalisation will require change management at local, regional, and national levels."

Moreover, they jointly argue that national trade facilitation committees implemented according to the WTO Trade Facilitation Agreement "could be an excellent instrument for member states and port authorities to drive the change".

### **Collaborative approach**

Richard Brough, head of ICHCA International, tells FBJ that many of these same NGOs have been working together for some time in order to develop a joint approach to the problems facing

the maritime industry. Moreover, working together allows them to pool their resources and offer what becomes a stronger voice by way of the combined weight behind it.

The Covid-19 pandemic encouraged them to speak out now because so many industry players are today working differently as a result of the crisis (for example, making greater use of IT to facilitate remote working), but primarily because ICHCA International and the other NGOs involved believe the acceleration of the process of digitisation in the industry is so important.

Multi-port and bigger single port operators are already on board with most of the concepts of efficiency through digitisation and are already investing in the creation of 'smart ports', 'virtual ports' and the like by making use of the new technologies such as AI, Big Data and so on, Brough observes. They are beginning to make full use of these new technologies that are coming onto the market, but smaller facilities are falling behind.

The smaller port operators or cargo handling businesses might be more risk averse, they might have less money to spend, they might not even fully understand the need for greater digitisation, he suggests. As a result, something of a 'two-tier' situation has developed.



September 2020



TACKLING THE ISSUES OF TODAY AND THE FUTURE

## MANAGING THE MARITIME EVOLUTION

Interview with Richard Brough, Head of the International Cargo Handling Coordination Association (ICHCA) International



**ICHCA**  
INTERNATIONAL

The International Cargo Handling Coordination Association (ICHCA) has supporting the ports and terminals industry since 1952 and has special Non-Governmental Organization (NGO) status representing specialist cargo handling interests.

Speaking to PTI, Richard Brough, Head of ICHCA International discussed about the association's evolution after being founded to solve logistical challenges post World War II to today's cutting edge developments and the response of the industry to the COVID-19 crisis.

"We are multi-modal so we go through the whole supply chain. We focus on the ship to port interface and the hinterland," Brough explained.

Since its inauguration where the association sought to learn some of the logistics lessons from times of conflict and replicate them during peacetime, the focus has moved on and has turned towards operational health and safety, as well as financial and environmental efficiency.

Keeping in touch with current events is key for the association, Brough emphasised.

"I think the port industry has to change quite significantly to its traditional routes which were closed shop almost. We have to be more open to different types of people coming in and different job opportunities," Brough said. "A lot of what ports and terminals are doing is trying to create those types of opportunities and I think the COVID-19 pandemic has actually accelerated some of those changes."

### ENVIRONMENTAL FOCUS

Over the next few years, the focus will shift further towards sustainability as ICHCA is one of many groups to join the World Ports Sustainability Programme (WPSP), which is being led by the International Association of Ports and Harbors (IAPH).

Additionally, ICHCA is also working as part of International Maritime Organization (IMO) 2020 initiative which is an effort to reduce sulphur emissions from vessels from 3.5% to 0.5%.

"That affects the vessels themselves, but the ship operators have said they cannot achieve this alone and they need assistance from ports and terminals," Brough said. "We also need help from governments because for our members, the terminal operators, to electrify your whole terminal is a huge cost. So yes, we are going to need government support and even much more collaborative efforts across the industry to invest in these systems which are inevitably going to have to happen."

Brough said the impact of the industry on the environment is a significant challenge that needs addressing.

As well as being part of initiatives such as WPSP the association also has its own technical panel which represented a body of expertise in cargo handling safety, legislation and operational best practice.

Across this technical panel are five working groups looking at incidents, dangerous goods, the ship port interface, bulk cargo, straddle carriers and digitalisation and automation.



## “CAN WE WORK MORE EFFECTIVELY WITH AN ELECTRONIC INTERCHANGE OF DATA?”



“They are working hard at looking at how we integrate our existing workforce into these new technologies,” he said.

### FACING THE CHALLENGES OF THE NEW WORLD

Speaking on the challenges of digitisation in the ports and terminals industry Brough said the working group was looking specifically at this issue and how it affects the workforce.

“We have lots of ports and terminals out there, like DP World, APMT, PSA etc. who are very focussed on the new challenges and new technologies that are available. But we also have members all over the world, for example in West Africa who might struggle with capacity to do this kind of stuff or the reluctance for various reasons.

“It is about making sure that those who are advanced, the smart ports, the connected ports...what are they doing and how can we get the rest of the world to understand the advantages [of new technologies] and overcome the difficulties of the take up.”

Brough commented that there is no desire for a two or a three-tiered world system where some ports are leaps and bounds ahead and other cannot catch up to the level of technological advancement.

“Trade is a global thing and we don’t want countries to be disadvantaged or to be left behind because they cannot adapt to the change in circumstances. I think COVID is changing people’s focus on that and is accelerating change,” he said.

### SMARTER WAYS OF WORKING

While the world works from home in 2020 because of COVID-19 there need to be a continued focus on the smarter interchange of data. Even if there is a return to office work is it something the port industry has already been considering and has been a challenge because of the lack of industry wide standards.

“Can we work more effectively with an electronic interchange of data?” Brough asked. “Part of that is about getting those data standards agreed across the globe.

ICHCA has been working with the IMO and other organizations on things like the Maritime Single Window to help facilitate trade in an effective way.”

The Maritime Single Window seems to enable all information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal, without duplication, therefore streamlining processes.

However, there is still a long way to go as of the 174 maritime nations in the IMO only 45/50 have a single window or are working on them so there is still a lot to be done in this realm.

“When you start grouping this collaborative decision making together where ports, shipping companies, stevedores, ship suppliers, etc are all talking together on one digital platform and one of those entities is not cyber secure that can really throw up the rest of them to exposure.”

For data exchange to work it will be about building up trust between partners in the industry and continuing to work on cybercrime initiatives before people plunge into new platforms.

“All of those things are a major challenge that needs to be considered.”

While technologies and their implementation are key, the ICHCA is also focussed, like many others in the industry, on the people aspect and ensuring that people are not forgotten as this wave of change takes place.

“People might not be doing the same job any more [with the implementation of automation] but we still need to make sure they understand what is going on out there in the real environment so there are changes afoot there too.”

Brough also noted that the industry must rethink who it attracts and step away from some of the traditional values that have always been held.

### PIVOTAL MOMENT

How the year 2020 impacts the future of the industry is yet to be seen but ports

and terminals have experienced a number of pivotal moments over the decades, including containerisation in second half of the 20th century and the fourth industrial revolution with the internet of things and big data is now another catalyst for change.

“The next catalyst, apart from the fourth industry which has already happened but we are still learning from, is going to be this pandemic which has made people look at how to do things more effectively and more efficiently and I think that’s going to be one of the big drivers.”

As well as remote working Brough noted that people are also going to be looking at their cost basis.

“We need to be smarter, more efficient, and more switched on to the major opportunities that are being presented to us today through technology,” Brough said.

*Written by Beth Maundrill*

### ABOUT THE ORGANIZATION

ICHCA is an independent, not-for-profit organization dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement by all modes and through all phases of national and international supply chains.

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