

Portcare
International



ICHCA

June 2022

Press Clippings

Collated by Portcare International

Press clippings relating to the following press release:

We must innovate for a safer supply chain

Distributed on 25 May 2022

7 June 2022

June 7th, 2022 | Written by TT Club

WE MUST INNOVATE FOR A SAFER SUPPLY CHAIN



So say TT Club and ICHCA which, with the support of TOC Europe, are emphasizing their message by launching an inaugural Safety Village at the upcoming conference and exhibition in Rotterdam between 14th and 16th of June. The first of its type, the exhibition space will be dedicated to how innovation can lead to a safer supply chain. Recent widespread disruption to global supply chains and the consequent pressures on freight transport capacity and cargo handling facilities requires a corresponding focus on safety measures throughout the system.

As the success of the TT Club Innovation in Safety Award program, operated by ICHCA International, has proved, there have been numerous ground-breaking innovations with multiple applications aimed at reducing these safety risks. However, the two organizations are keen to raise the awareness of the need for continuous development of the ways that we manage safety.

Featuring a meeting area and presentation facilities, the [TT Club](#) Safety Village will be the venue for workshops and panel sessions throughout the three days of the TOC Europe event. It will also provide opportunities for companies to showcase their innovative safety devices, processes and products. All aimed at championing safety in the supply chain and developing new solutions to managing risks.

Peregrine Storrs-Fox, Risk Management Director at leading international freight transport insurer, TT Club comments. “It has been TT’s consistent mission to increase the levels of safety across the myriad of operational functions that constitute the global supply chain.

We are keen to encourage every type of innovation from securing loads on all modes of transport to the correct handling of dangerous materials, and from safer working practices and equipment in cargo handling facilities to avoidance of vehicle collisions and fire prevention. Providing a focal point for discussion and promotion of such innovations at a leading industry forum such as TOC Europe will be a further benefit to the cause of safety that TT can provide.”

ICHCA International, the representative body for cargo handling operators across the globe, has run TT Club’s Innovation in Safety Award since its inception and is passionate about sharing innovation and learning across the industry.

CEO Richard Steele points out, “In the recent past, our efforts together with TT Club have helped promulgate safety innovations including Hapag Lloyd’s *Cargo Patrol* that detects suspected misdeclared dangerous goods; terminal automation advances from Kunz and Yardeye in cooperation with CSX Terminals; VIKING Life-Saving’s fire suppressant systems, as well as safety devices developed by PSA International and Cargotec. Yet these represent just the tip of the iceberg. We were thrilled to see so many innovative ideas put forward for this Award. A digest of these will be available at the Safety Village and we hope it will help to inspire many other projects in the future.”

Representatives of both TT Club and ICHCA will be present in the Village at TOC Europe and invitations to attend the workshops and presentations will be issued in the near future.

<https://www.tocevents-europe.com/en/attend/tt-club-safety-village.html>

For information on how to participate in voicing safety concerns at the Safety Village please email: riskmanagement@ttclub.com

1 June 2022

Innovation needed for a safer supply chain, say TT Club and ICHCA

By admin On June 1, 2022 In Cargo, Insurance Marine News, Keep, Marine Liability

TT Club and ICHCA, with the support of TOC Europe, will be emphasizing the need for innovation in the supply chain by launching an inaugural Safety Village at an upcoming conference and exhibition in Rotterdam, being held from June 14th to 16th.

The two organizations said that recent widespread disruption to global supply chains and the consequent pressures on freight transport capacity and cargo handling facilities required a corresponding focus on safety measures throughout the system.

“TT Club Safety Village” will be the venue for workshops and panel sessions throughout the three days of the TOC Europe event.

ICHCA International, the representative body for cargo handling operators across the globe, has run TT Club’s Innovation in Safety Award since its inception.

CEO Richard Steele said that “in the recent past, our efforts together with TT Club have helped promulgate safety innovations including Hapag Lloyd’s Cargo Patrol that detects suspected misdeclared dangerous goods; terminal automation advances from Kunz and Yardeye in cooperation with CSX Terminals; VIKING Life-Saving’s fire suppressant systems, as well as safety devices developed by PSA International and Cargotec”.

However, Steele said that these represented a small fraction of what could be achieved.

Meanwhile, a report from TT Club has highlighted how supply chain congestion had increased the threat of cargo theft. Its 2021 global cargo theft trends found that there had been a shift in emphasis from risk of in-transit, vehicle-based attacks, to losses while cargo was at-rest in storage locations.

Widespread congestion at ports and inland facilities had led to increased opportunity for thieves during the period, the report found.

Globally cargo thefts from or of vehicles in-transit declined as incidents at storage facilities rose to nearly 30%. In North America the prevalence of port congestion and railhead delays were seen as crucial factors

Strict Covid-19 protocols at Asian ports, particularly in China created delays and backlogs, and this had led to theft opportunities.

The report also found that increased influence of insider infiltration into operator organisations such as haulage companies and warehousing facilities had been a factor, as well as the adoption by criminals of new technology- assisted by increased digitalization of supply chain processes and communication.

The annual report, based on recent incident data for the whole of 2021 and collated from sources including law enforcement agencies, governments and trade associations, was compiled by TT Club and global provider of supply chain intelligence, BSI.

<https://www.ttclub.com/news-and-resources/publications/tt-bsi-cargo-theft-reports/bsi-and-tt-club-cargo-theft-report/>

3 June 2022

Safer supply chains

Recent widespread disruption to global supply chains and the consequent pressures on freight transport capacity and cargo handling facilities require a corresponding focus on safety measures throughout the system. As the success of the TT Club Innovation in Safety Award programme, operated by ICHCA International, has proved, there have been numerous ground-breaking innovations with multiple applications aimed at reducing these safety risks. However, the two organisations are keen to raise the awareness of the need for continuous development of the ways that we manage safety

Featuring a meeting area and presentation facilities, the TT Club Safety Village will be the venue for workshops and panel sessions throughout the three days of the TOC Europe event this month. It will also provide opportunities for companies to showcase their innovative safety devices, processes and products. All aimed at championing safety in the supply chain and developing new solutions to managing risks.

Peregrine Storrs-Fox, Risk Management Director at the TT Club comments: “It has been TT’s consistent mission to increase the levels of safety across the myriad of operational functions that constitute the global supply chain. We are keen to encourage every type of innovation from securing loads on all modes of transport to the correct handling of dangerous materials, and from safer working practices and equipment in cargo handling facilities to avoidance of vehicle collisions and fire prevention. Providing a focal point for discussion and promotion of such innovations at a leading industry forum such as TOC Europe will be a further benefit to the cause of safety that TT can provide.”

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Press clippings relating to the following press release:

**ICHCA Welcomes MSC as New Associate
and Board Member**

Distributed on 15 June 2022

15 June 2022

<https://www.5688.cn/news/detail-32543.html>

MSC加入ICHCA国际

[海运新闻](#) 物流巴巴 2022-06-16 15:06:50 阅读: 21



地中海航运公司(MSC)现在是国际ICHCA的成员，这是一个代表货物处理公司的全球性协会，也有代表在该协会的董事会。

MSC EHSQ首席执行官Dirk Van de Velde表示：“MSC已经确定了与我们业务最相关的环境、健康、安全和安全质量治理主题(EHSQ)，我们已经确定了我们的优先事项，并与海事利益相关方进行沟通。”他将在ICHCA担任董事会职务。

Dirk Van de Velde补充说，MSC的目标是“帮助应对海上供应链中日益增加的风险和灾难”。

icca表示，它成功地吸引了来自货物运输供应链各个部门的企业和个人会员。

国际海事协会指出，它在国际海事组织(海事组织)、国际劳工组织(劳工组织)和其他主要联合国机构中享有非政府组织的特权地位，使它能够代表其成员监测、促进和影响影响全世界货物装卸和移动的条例和准则的制定。

icca首席执行官Richard Steele评论道：“MSC的加入是发挥我们集体影响力的重要积极一步，”他补充说，“将MSC纳入我们的数字提供了icca在全球运输货物这一庞大业务的各个方面扩展的额外证据。”

15 June 2022

MSC joins ICHCA International

Mediterranean Shipping Company (MSC) is now a member of the ICHCA International, the global association that represents cargo handling companies, having also representation on the association's board of directors.

"MSC has determined the Environmental, Health, Safety and Security Quality Governance topics (EHSQ) that are most relevant to our business, we have identified our priorities and are building on communication with the maritime stakeholders," said Dirk Van de Velde, MSC's chief EHSQ officer, who will take up a board position at ICHCA.

Dirk Van de Velde added that MSC aims to *"help address the increasing risks and calamities in the maritime supply chain"*.

ICHCA said it achieved to attract corporate and individual members from all sectors of the supply chain where cargo is moved.

ICHCA noted it has privileged Non-Governmental Organisation (NGO) status at the International Maritime Organization (IMO), International Labour Organization (ILO) and other key United Nations agencies which allows it, on behalf of its members to monitor, contribute to and influence the development of regulations and guidelines that impact cargo handling and movement worldwide.

"The addition of MSC to that number is a significant positive step in exerting our collective influence over that improvement," commented ICHCA's CEO, Richard Steele, who added, *"To count MSC within our number provides additional evidence of ICHCA's expanding reach across all aspects of the vast business of moving cargo around the world."*

Source: Container News

15 June 2022

MSC joins ICHCA International

June 15, 2022



MSC vessel at the

Port of Antwerp.

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15 June 2022

<https://www.haulernews.com/17921061/msc-joins-ichca-international#/>

MSC joins ICHCA International

Shipping

[container-news.com](#) / Published Jun 15th, 2022 / in [Shipping](#) / [Save](#)



Mediterranean Shipping Company (MSC) is now a member of the ICHCA International, the global association that represents cargo handling companies, having also representation on the association's board of directors.

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The post [MSC joins ICHCA International](#) appeared first on [Container News](#).

15 June 2022

MSC è entrata a far parte dell'International Cargo Handling Coordination Association

Dirk Van de Velde nel consiglio direttivo dell'organizzazione

Il gruppo armatoriale Mediterranean Shipping Company (MSC), leader mondiale nel settore dei container, è entrato a far parte dell'International Cargo Handling Coordination Association (ICHCA), l'organizzazione non governativa fondata nel 1952 che rappresenta il settore della movimentazione delle merci e che vede tra gli associati società terminaliste, associazioni di caricatori, compagnie assicurative e società marittime, portuali e logistiche. ICHCA ha lo status di Ong privilegiata presso l'International Maritime Organization (IMO), l'International Labour Organization (ILO) e presso altre primarie agenzie delle Nazioni Unite.

MSC è la prima società armatrice ad aderire all'ICHCA. Con l'ingresso del gruppo armatoriale elvetico, Dirk Van de Velde, responsabile per Qualità, salute, sicurezza e ambiente del gruppo MSC, entrerà a far parte del consiglio direttivo dell'ICHCA.

17 June 2022

ICHCA welcomes new associate and board member

- [June 17, 2022](#)
- 9:56 am

Jamie Marshall

Dirk Van de Velde is MSC's Chief EHSQ Officer and will be taking up a board position at ICHCA. "MSC has determined the Environmental, Health, Safety and Security Quality Governance topics (EHSQ) that are most relevant to our business, we have identified our priorities and are building on communication with the maritime stakeholders. Our membership of ICHCA is a logical step following this assessment and the expansion of our activities," commented Van de Velde.

"In addition, we want to help address the increasing risks and calamities in the maritime supply chain today. In 2010 we created the Cargo Incident Notification System or CINS organisation, however since then serious calamities have only increased. We are joining ICHCA because of its focus on EHSQ and to contribute to its related proactivity."

With its wealth of online resources, guidance and training programmes as well as an active Technical Panel, which constantly initiates and researches innovations and best practice across safety and operational efficiency issues, ICHCA has attracted corporate and individual members from all sectors of the supply chain where cargo is moved.

ICHCA's has privileged NGO status at the International Maritime Organisation (IMO), International Labour Organisation (ILO) and other key UN agencies which allows it, on behalf of its members to monitor, contribute to and influence the development of regulations and guidelines that impact cargo handling and movement worldwide.

"We at ICHCA are proud of the role we have in improving industry standards through coalescing the expertise and knowledge of the world class organisations that make up our membership. The addition of MSC to that number is a significant positive step in exerting our collective influence over that improvement," commented ICHCA's CEO Richard Steele. "To count MSC within our number provides additional evidence of ICHCA's expanding reach across all aspects of the vast business of moving cargo around the world."

For more information, visit: www.ichca.com

15 June 2022

MSC Joins ICHCA International

Mediterranean Shipping Company (MSC) has joined the ICHCA International Association that represents cargo handling companies globally.



Mediterranean Shipping Company (MSC) has joined the ICHCA International Association that represents cargo handling companies globally. The Shipping giant also has representation on the association's board of directors.

"MSC has determined the Environmental, Health, Safety and Security Quality Governance topics (EHSQ) that are most relevant to our business, we have identified our priorities and are building on communication with the maritime stakeholders," said Dirk Van de Velde, MSC's chief EHSQ officer, who will take up a board position at ICHCA.

Dirk Van de Velde added that MSC aims to "help address the increasing risks and calamities in the maritime supply chain".

ICHCA said it achieved to attract corporate and individual members from all sectors of the supply chain where cargo is moved.

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"The addition of MSC to that number is a significant positive step in exerting our collective influence over that improvement," commented ICHCA's CEO, Richard Steele, who added, "To count MSC within our number provides additional evidence of ICHCA's expanding reach across all aspects of the vast business of moving cargo around the world."

25 June 2022

MSC joins Cargo Association

Iain MacIntyre

Mediterranean Shipping Company (MSC) has joined ICHCA International with the carrier's environmental, health, safety and security quality governance (EHSQ) chief officer Dirk Van de Velde also appointed to the cargo handling industry association's board.

ICHCA chief executive Richard Steele said MSC's addition was a "significant positive step" in the non-governmental organisation exerting its collective influence to improve industry standards.

"We at ICHCA are proud of the role we have in improving industry standards through coalescing the expertise and knowledge of the world-class organisations that make up our membership," he said.

"To count MSC within our number provides additional evidence of ICHCA's expanding reach across all

aspects of the vast business of moving cargo around the world."

Mr Van de Velde described his company's membership of ICHCA as a "logical step" following a recent internal assessment and expansion of activities.

"MSC has determined the EHSQ topics that are most relevant to our business – we have identified our priorities and are building on communication with the maritime stakeholders," he said.

"In addition, we want to help address the increasing risks and calamities in the maritime supply chain today.

"In 2010 we created the Cargo Incident Notification System or CINS organisation. However, since then serious calamities have only increased.

"We are joining ICHCA because of its focus on EHSQ and to contribute to its related proactivity."

15 June 2022

ICHCA Welcomes MSC as New Associate and Board Member

June 15, 2022 0 comment

As a number one voice in an important sector of the worldwide provide chain, ICHCA brings collectively a variety of gamers that carry out an important function in driving the world financial system. The added data and expertise that the primary container transport line brings can be an incredible asset in finishing up ICHCA's major mission of sustaining and enhancing security in all elements of cargo dealing with.

Dirk Van de Velde is MSC's Chief EHSQ Officer and can be take up a board place at ICHCA. "MSC has decided the Environmental, Well being, Security and Safety High quality Governance matters (EHSQ) which can be most related to our enterprise, we have now recognized our priorities and are constructing on communication with the maritime stakeholders. Our membership of ICHCA is a logical step following this evaluation and the enlargement of our actions," commented Van de Velde. "As well as, we wish to assist tackle the rising dangers and calamities within the maritime provide chain at present. In 2010 we created the Cargo Incident Notification System or CINS group, nevertheless since then critical calamities have solely elevated. We're becoming a member of ICHCA due to its give attention to EHSQ and to contribute to its associated proactivity."

With its wealth of on-line assets, steering and coaching programmes in addition to an lively Technical Panel, which always initiates and researches improvements and finest apply throughout security and operational effectivity points, ICHCA has attracted company and particular person members from all sectors of the provision chain the place cargo is moved.

ICHCA's has privileged NGO standing on the Worldwide Maritime Group (IMO), Worldwide Labour Group (ILO) and different key UN companies which permits it, on behalf of its members to watch, contribute to, and affect the event of rules and tips that impression cargo dealing with and motion worldwide.

"We at ICHCA are happy with the function we have now in enhancing trade requirements via coalescing the experience and data of the world class organizations that make up our membership. The addition of MSC to that quantity is

a big constructive step in exerting our collective affect over that enchancement," commented ICHCA's CEO Richard Steele. "To depend MSC inside our quantity offers extra proof of ICHCA's increasing attain throughout all elements of the huge enterprise of transferring cargo world wide."

Supply: ICHCA

15 June 2022

<https://portalportuario.cl/ichca-international-anuncia-como-nuevo-miembro-a-msc/>

Ichca International anuncia como nuevo miembro a MSC

La asociación mundial que representa a las empresas de manejo de carga, **Ichca International** (Ichca), anunció que **Mediterranean Shipping Company** (MSC), la línea de transporte de contenedores más grande del mundo, será el nuevo miembro de la organización, inclusive con representación en su junta directiva.

“Como voz líder en un sector crucial de la cadena de suministro global, Ichca reúne a una amplia gama de actores que desempeñan un papel en el impulso de la economía mundial. El conocimiento y la experiencia adicionales que aporta la línea de transporte marítimo de contenedores número uno serán una gran ventaja para llevar a cabo la misión principal de Ichca de mantener y mejorar la seguridad en todos los aspectos del manejo de la carga”, argumentó Ichca.

Dirk Van de Velde, es el director de MSC y quien representará a la naviera en junta directiva de Ichca, comentó que “MSC ha determinado los temas de Gobernanza de Calidad Ambiental, Salud, Seguridad y Protección (EHSQ) que son más relevantes para nuestro negocio, hemos identificado nuestras prioridades y estamos construyendo sobre la comunicación con las partes interesadas marítimas. Nuestra membresía en Ichca es un paso lógico luego de esta evaluación y la expansión de nuestras actividades”. “Además, queremos ayudar a abordar los crecientes riesgos y calamidades en la cadena de suministro marítimo actual. En 2010 creamos el Sistema de Notificación de Incidentes de Carga o CINS, sin embargo desde entonces las calamidades graves no han hecho más que aumentar. Nos unimos a Ichca debido a su enfoque en EHSQ y para contribuir a su proactividad relacionada”, concluyó Van de Velde.

16 June 2022

022 June 16 15:03

ICHCA welcomes MSC as new associate and board member

Dirk Van de Velde is MSC's Chief EHSQ Officer and will be take up a board position at ICHCA, according to the company's release.

ICHCA has attracted corporate and individual members from all sectors of the supply chain where cargo is moved.

ICHCA's has privileged NGO status at the International Maritime Organization (IMO), International Labour Organization (ILO) and other key UN agencies which allows it, on behalf of its members to monitor, contribute to, and influence the development of regulations and guidelines that impact cargo handling and movement worldwide.

Established in 1952, ICHCA International is an independent, not-for-profit organisation dedicated to improving the safety, productivity and efficiency of cargo handling and movement worldwide. ICHCA's privileged 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, while its Technical Panel provides best practice advice and develops publications on a wide range of practical cargo handling issues.

Operating through a series of national and regional chapters, including ICHCA Australia, ICHCA Japan and plus Correspondence and Working Groups, ICHCA provides a focal point for informing, educating, lobbying and networking to improve knowledge and best practice across the cargo handling chain.

17 June 2022

MSC joins ICHCA

News 17 Jun 2022 [by WCN Editorial](#)

Dirk Van de Velde, MSC's Chief EHSQ Officer, will take up a Board position at the independent NPO set up 70- years ago to improve the safety, productivity and efficiency of cargo handling and movement around the world

"MSC has determined the Environmental, Health, Safety and Security Quality Governance topics (EHSQ) that are most relevant to our business, and we have identified our priorities and are building on communication with the maritime stakeholders," said Van de Velde.

"Our membership of ICHCA is a logical step following this assessment and the expansion of our activities. In addition, we want to help address the increasing risks and calamities in the maritime supply chain today. In 2010 we helped to create the Cargo Incident Notification System [CINS], but since then serious accidents have only increased. We are joining ICHCA because of its focus on EHSQ and to contribute to its related proactivity."

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Other press coverage collated during the period

June 2022

28 April 2022

REGULATIONS

by [Industry News](#) - Apr 27

www.ichca.com | ICHCA International

ICHCA
INTERNATIONAL

OVERVIEW OF THE PROVISIONS IN THE
INTERNATIONAL MARITIME DANGEROUS GOODS CODE



OVERVIEW OF THE PROVISIONS IN THE INTERNATIONAL MARITIME DANGEROUS GOODS CODE | APRIL 2022

ICHCA International has published an updated edition of its *Overview of the Provisions of the IMDG Code*, ahead of the mandatory use of Amendment 40-20 as from 1 June this year. ICHCA's Overview, produced to accompany each amendment to the IMDG Code, includes information on the status, background, principles and layout of the Code; classification, marking, labelling and placarding; product containment; limited and excepted quantities; documentation; stowage and segregation; and competent authorities. ICHCA members can download a copy of the Overview free of charge from the ICHCA website.

10 June 2022

[We must do more than mourn DG tragedies - we must change behaviours](#)



Corpwatch: "We haven't found any basic fire safety measures. There were simply some extinguishers. Nothing else. They didn't follow storage guidelines for hazardous chemicals." Credit Corpwatch.

By [Nick Savvides](#)

10/06/2022

Initial responses to the Chittagong fire disaster have ranged from anger to sadness.

But this has happened before; and many believe the rage and upset ultimately turn into apathy.

The tragedies in Tianjin in 2015 and Beirut in 2020 were very similar in many ways; there is certainly a sense of *deja vu*, suggesting little has changed. It's too easy for the industry to let the narrative to blow itself out, allowing yet another meaningless tragedy to pass into history.

While callous and a little uninformed, this jaded view can perhaps be excused by the fact that a tragedy of massive proportions involving dangerous goods appears to happen every few years. And not just in ports, but on ships too.

What is more, these events are predictable – and have been predicted. After the 2020 Beirut fire, Richard Brough, the head of the International Cargo Handling Coordination Association (ICHCA), said: “Another Tianjin is waiting to happen all over the world.”

Mr Brough also pointed out that there are “stringent regulations governing hazardous cargoes, but some people are ignoring them, while the IMDG (International Maritime Dangerous Goods) code is fully legislated and followed, but there are no land-based regulations”.

James Hookham, director at the Global Shippers Forum (GSF), said one of the problems with international regulations is enforcing them across national boundaries.

“Ports are on sovereign territory, so they are governed by the regulations laid down by national governments, [port regulation] is not a role for international convention because you always end up with the problem of how to enforce it,” he said.

He did, however, point out that there are plenty of examples of good practice in the protection of ports and local populations from dangerous goods, as well as a lot of guidance which can be copied. “There is no copyright on the principles of good practice,” he said, adding that “there is a lot of experience and accumulated knowledge that has gone into producing that guidance”.

Both ICHCA and the GSF belong to the comparatively newly formed Cargo Integrity Group, which is composed of companies and organisations dedicated to finding safe solutions to critical issues within the maritime supply chain.

In December last year ICHCA produced a white paper that had been prompted by the Tianjin and Beirut disasters. The ICHCA paper concluded: “A common cause [of accidents involving dangerous goods] is generally understood to be incorrect handling and storage. This includes segregation of the dangerous goods stored and is often combined with issues related to prolonged storage which can influence the stability of the dangerous goods.”

An industry insider, who is not based in Chittagong, told *The Loadstar* that looking at the photographs and reports of the Chittagong event, the immediate thought was that “the approach was all wrong”.

Some eight fire crew were said to have died fighting the blaze at the BM Container Depot in Chittagong. “Pictures showed fire-fighters standing around and others spraying water onto an unknown fire,” said the source.

According to guidance, no-one should approach a fire until it is known what is burning inside the container, and what is in nearby containers “so that you know what you’re dealing with,” added the source.

What is more, there should be a plan to deal with these events if they do occur, and that might include keeping an up-to-date inventory of the dangerous goods, and making that available to emergency services, ensuring that there is a description of the cargo, and what their properties are.

Critically, there also needs to be a central point of contact who will co-ordinate a response.

Peregrine Storrs-Fox, of insurer TT Club, makes the point succinctly. “Safe warehousing applies here. Good advice must get into the hands of people who really need that advice. All these incidents demonstrates that this advice is not being followed.”

The Cargo Integrity Group has lobbied for changes to be made to the IMO’s inspection programme, which requires states to inspect and submit reports on inspections of cargo transport units (CTUs) as they are called, with a view to submitting reports to IMO.

However, only five nations had submitted reports, said Mr Storrs-Fox, though more may have inspected cargoes, without submitting a report. Up to this year, only CTUs with declared dangerous goods were inspected, but the latest IMO Guidelines For the Inspection of CTUs, approved in May this year, says that all containers must be looked at.

In 2015 the Tianjin disaster claimed 170 lives with hundreds injured. The Beirut explosion killed more than 200 in 2020, with thousands more injured and many others left homeless and/or unemployed.

Thankfully, the Chittagong event has not been such a large scale, with the number of dead now revised to 44, but all of these deaths and injuries were avoidable. And while the death toll from dangerous chemical cargoes at sea is much lower, with five dead on the *Maersk Honam* for instance, all fatalities must be mourned.

Moreover, the environmental impact of these events can be long lasting. Who can forget the fire on the *Zim Kingston* off the west coast of Canada last year, with containers lost overboard? Or the X-Press Pearl which caught fire off the coast of Sri Lanka, depositing container loads of plastic pellets into the ocean, contaminating the ocean environment and hitting the local fishing industry?

It is important to cite these events and the major impacts they have had, because it is important to keep sight of why rules, regulations and safeguards are in place.

Mr Storrs-Fox concluded: "All these incidents involving the tragic loss of life should make us sit up and ask, 'what happened?'"

But then actions must follow, not just in Tianjin, Beirut and Chittagong, but in all ports, terminals, warehouses and ships where dangerous goods are handled. So that we can consign these terrible accidents to history across the globe.