

Portcare
International



ICHCA

June 2023

Press Clippings

Collated by Portcare International

Press clippings relating to the following press release:

Technology can drive port safety but staff training and buy-in are critical to safe working practices

Distributed on 29 June 2023

29 June 2023

Technology can drive port safety but staff training and buy-in are critical to safe working practices

By: AJOT | Jun 29 2023 at 11:19 AM | [Ports & Terminals](#)

Advances in technology, such as in drivers' cabs has improved port worker safety substantially according to speakers on the port safety webinar jointly hosted by the International Cargo Handling Coordination Association (ICHCA) and Port Technology International.

The webinar, entitled How to Innovate for Workplace Safety in Ports and Terminals discussed key issues around workforce safety. The industry figures speaking were in agreement that technological innovation must be accompanied with buy-in from all port users and stakeholders is critical to keep all users safe.

ICHCA CEO Richard Steele told attendees that there had been 354 shore-based fatalities, including 349 port workers and 20 truckers globally since the year 2000. This made it essential for the cargo industry to keep on proactively searching for ways to improve health and safety; building on what has worked and looking for new ways to address risks.

Steele commented: "The key thing that industry can do is to agree common good practice and then act as champions, role modelling those good values and creating expectation of standards across the industry."

Safety and sustainability advisors Rombit CEO Evert Bulcke explained that technology in a driver's cab that acts as a constant reminder to drivers to perform their tasks safely can result in a significant decline in accidents, by as much as 80%.

"To be successful you need training and procedures, supported by continuous training and alerting through digital tools," said Bulcke.

Bulcke pointed out that maintenance, energy and repair costs were reduced by around \$5,000 per vehicle, per year, from such innovations as the real time digital coach, while the US Occupational Safety and Health Administration (OSHA) estimates that around 70% of all lift and crane accidents could be prevented through training and the application of digital tools.

Steve Biggs, a senior assistant for the International Transport Workers' Federation (ITF) also emphasised the importance of making sure that changes to work practices were agreed with staff, getting their "buy-in". Only then could new technological fixes and innovations in work practices be successfully applied.

Steele agreed, pointing out that the IMO provides excellent international regulations but once national borders are crossed the regulatory frameworks are individual and it becomes more complex to try to get uniform application of procedures. Industry itself has an ongoing responsibility to all of its stakeholders to continue to show health and safety leadership.

The consensus was that all stakeholders, both inside the terminal gates and those coming into the port from outside should be aware of and actively included in safe working practices. Health and safety manager Lee James, who works at DP World's terminal in Southampton stressed the need to explain why changes were being made to prevent the often-strong resistance to what might otherwise be seen as unnecessary change.

"You hear people say if it's not broken why fix it, but in my opinion, you have to ask why wait until something breaks before you fix it?"

Safety rules need to be reiterated constantly, but that must be combined with visible and felt health and safety leadership from management to the shop floor. All of which can then be supplemented by tech that produces data and can monitor safety performance. In its continued campaign to encourage such innovation ICHCA will once more launch the annual TT Club Innovation in Safety awards on September 4th this year. Further announcements on entry criteria will be made.

30 June 2023

Technology can drive port safety but staff training and buy-in are critical to safe working practices

in [Port News](#) 30/06/2023



Advances in technology, such as in drivers' cabs has improved port worker safety substantially according to speakers on the port safety webinar jointly hosted by the International Cargo Handling Coordination Association (ICHCA) and Port Technology International.

The webinar, entitled How to Innovate for Workplace Safety in Ports and Terminals discussed key issues around workforce safety. The industry figures speaking were in agreement that technological innovation must be accompanied with buy-in from all port users and stakeholders is critical to keep all users safe.

ICHCA CEO Richard Steele told attendees that there had been 354 shore-based fatalities, including 349 port workers and 20 truckers globally since the year 2000. This made it essential for the cargo industry to keep on proactively searching for ways to improve health and safety; building on what has worked and looking for new ways to address risks.

Steele commented: "The key thing that industry can do is to agree common good practice and then act as champions, role modelling those good values and creating expectation of standards across the industry."

Safety and sustainability advisors Rombit CEO Evert Bulcke explained that technology in a driver's cab that acts as a constant reminder to drivers to perform their tasks safely can result in a significant decline in accidents, by as much as 80%.

"To be successful you need training and procedures, supported by continuous training and alerting through digital tools," said Mr Bulcke.

Bulcke pointed out that maintenance, energy and repair costs were reduced by around \$5,000 per vehicle, per year, from such innovations as the real time digital coach, while the US Occupational Safety and Health Administration (OSHA) estimates that around 70% of all lift and crane accidents could be prevented through training and the application of digital tools.

Steve Biggs, a senior assistant for the International Transport Workers' Federation (ITF) also emphasised the importance of making sure that changes to work practices were agreed with staff, getting their "buy-in". Only then could new technological fixes and innovations in work practices be successfully applied.

Steele agreed, pointing out that the IMO provides excellent international regulations but once national borders are crossed the regulatory frameworks are individual and it becomes more complex to try to get uniform application of procedures. Industry itself has an ongoing responsibility to all of its stakeholders to continue to show health and safety leadership.

The consensus was that all stakeholders, both inside the terminal gates and those coming into the port from outside should be aware of and actively included in safe working practices. Health and safety manager Lee James, who works at DP World's terminal in Southampton stressed the need to explain why changes were being made to prevent the often-strong resistance to what might otherwise be seen as unnecessary change.

"You hear people say if it's not broken why fix it, but in my opinion, you have to ask why wait until something breaks before you fix it?"

Safety rules need to be reiterated constantly, but that must be combined with visible and felt health and safety leadership from management to the shop floor. All of which can then be supplemented by tech that produces data and can monitor safety performance. In its continued campaign to encourage such innovation ICHCA will once more launch the annual TT Club Innovation in Safety awards on September 4th this year. Further announcements on entry criteria will be made.

Source: ICHCA

30 June 2023

Worker ‘buy-in’ needed to reduce accidents

The freight industry must continue to look for ways to improve health and safety, say the International Cargo Handling Coordination Association and Port Technology International.

Whilst advances in technology, such as automation, are helping to reduce the risk of accidents, there have still been 354 shoreside fatalities globally since 2000.



Engaging workers in continual training is important in reducing workplace accidents. At the recent ‘How to Innovate for Workplace Safety in Ports and Terminals’ webinar, industry figures discussed key issues and agreed that technological advances must be accompanied by buy-in from port users if they are to help keep workers safe.

“The key thing that industry can do is to agree common good practice and then act as champions, role modelling those good values and creating expectation of standards across the industry,” said ICHCA chief executive, Richard Steele.

Rombit's chief executive Evert Bulcke explained that technology in a driver's cab can result in a significant decline in accidents, even by as much as 80%, but that continually revisiting training is critical.

Bulcke pointed out that maintenance, energy and repair costs were reduced by around US\$5,000 per vehicle per year from such innovations as the real time digital coach, while the US Occupational Safety and Health Administration estimates that around 70% of all lift and crane accidents could be prevented through training and the use of digital tools.

Steve Biggs, a senior assistant for the International Transport Workers' Federation also emphasised the importance of making sure that changes to work practices were agreed with staff, a sentiment echoed by DP World Southampton health and safety manager, Lee James, who said staff needed to understand why changes were necessary in order to overcome possible resistance.

"You hear people say if it's not broken why fix it, but in my opinion, you have to ask why wait until something breaks before you fix it?" he said.

29 June 2023

ICHCA Webinar: Technology can drive port safety but staff training and buy-in are critical to safe working practices

June 29, 2023

By Port Technology Team



Advances in technology have played a significant role in improving port worker safety, as highlighted in a recent webinar on port safety hosted by the [International Cargo Handling Coordination Association](#) (ICHCA) and Port Technology International (PTI).

The webinar, titled "[How to Innovate for Workplace Safety in Ports and Terminals](#)", brought together industry experts who emphasized the importance of technological innovation coupled with collective commitment from all stakeholders to ensure the safety of port users.

During the webinar, ICHCA CEO Richard Steele shared a startling statistic: since the year 2000, there have been 354 shore-based fatalities, including 349 port workers and 20 truckers, worldwide.

These figures underscore the urgent need for the cargo industry to actively seek ways to enhance health and safety measures, building on successful practices while exploring new approaches to address risks.

Steele emphasized the significance of establishing common good practices within the industry and encouraged industry leaders to serve as champions, modelling these values and fostering a culture of high standards across the board.

This collective effort is vital to ensure the well-being of all port users.

Evert Bulcke, CEO of safety and sustainability advisors Rombit, highlighted the positive impact of technology within drivers' cabs.

By utilising digital tools that continuously remind drivers to perform their tasks safely, accidents can be significantly reduced, with potential declines of up to 80 per cent said Bulcke.

He further stressed that comprehensive training and procedural frameworks, supported by ongoing digital tools and alerts, are key to the success of these innovations.

In addition to improving safety, such advancements in technology also yield financial benefits. Bulcke pointed out that innovations like real-time digital coaching can lead to a reduction of approximately \$5,000 per vehicle per year in maintenance, energy, and repair costs.

The US Occupational Safety and Health Administration (OSHA) estimates that training and the application of digital tools could prevent around 70 per cent of lift and crane accidents.

Steve Biggs, a Senior Assistant for the International Transport Workers' Federation (ITF), emphasized the importance of involving staff in the process of implementing changes to work practices.

Gaining their "buy-in" ensures that new technological solutions and work practices are successfully embraced.

Steele echoed this sentiment, acknowledging that while the International Maritime Organization (IMO) provides excellent international regulations, regulatory frameworks become more complex once national borders are crossed.

Thus, the industry itself has an ongoing responsibility to demonstrate leadership in health and safety for all stakeholders.

The consensus among webinar participants was that all stakeholders, both within the terminal gates and external parties entering the port, must be fully aware of and actively involved in safe working practices.

Lee James, a Health and Safety Manager at DP World's terminal in Southampton, emphasized the importance of explaining the rationale behind changes to prevent resistance to what may initially be perceived as unnecessary.

Constant reinforcement of safety rules is crucial, alongside visible and effective health and safety leadership from management to the shop floor. Technological advancements that generate data and monitor safety performance can complement these efforts.

To encourage further innovation in this area, ICHCA will launch the annual [II Club](#) Innovation in Safety awards on 4 September this year, with details on entry criteria to be announced soon.

[ICHCA and PTI announced their partnership in March 2023.](#)

30 June 2023

Technology and staff training can promote port safety

by The Editorial Team

June 30, 2023

in Ports, Safety



Credit: Shutterstock

According to speakers on a joint webinar by the International Cargo Handling Coordination Association (ICHCA) and Port Technology International, technological innovation must be supported by buy-in and staff training from all port users and stakeholders to promote safety.

ICHCA CEO Richard Steele told attendees that there had been 354 shore-based fatalities, including 349 port workers and 20 truckers globally since the year 2000. Richard Steele commented that the key thing that industry can do is to agree common good practice and then act as champions, role modelling those good values and creating expectation of standards across the industry.

To be successful you need training and procedures, supported by continuous training and alerting through digital tools

... said Evert Bulcke, Rombit CEO

Evert Bulcke also pointed out that maintenance, energy and repair costs were reduced by around \$5,000 per vehicle, per year, from such innovations as the real time digital coach, while the US Occupational Safety and Health Administration (OSHA) estimates that around 70% of all lift and crane accidents could be prevented through training and the application of digital tools.

Steve Biggs, a senior assistant for the International Transport Workers' Federation (ITF) also emphasized the importance of making sure that changes to work practices were agreed with staff, getting their "buy-in". Only then could [new technological fixes and innovations in work practices be successfully applied](#), ICHCA CEO Richard Steele agreed.

Richard Steele also pointed out that the IMO provides excellent international regulations but once national borders are crossed the regulatory frameworks are individual and it becomes more complex to try to get uniform application of procedures. Industry itself has an ongoing responsibility to all of its stakeholders to continue to show health and safety leadership.

Key conclusions

The consensus was that all stakeholders, both inside the terminal gates and those coming into the port from outside should be aware of and actively included in safe working practices. Safety rules need to be reiterated constantly, but that must be combined with visible and felt health and safety leadership from management to the shop floor. All of which can then be supplemented by tech that produces data and can monitor safety performance.

Other press coverage collated during the period

June 2023

8 June 2023

Industry collaboration needs listening: What do shippers have to say?

Article-Industry collaboration needs listening: What do shippers have to say?



The graphic is a promotional banner for a TOC EUROPE event. It features a blue and green gradient background with a network of glowing nodes and lines on the left. The text includes: 'TOC EUROPE' in large white letters; 'Join me!' in green; 'Listening to Cargo Owners - A Round Table Discussion' in white; '13 - 15 June 2023' and 'Rotterdam Ahoy Centre' with location icons; 'Business Intelligence Theatre' with a location pin icon; a circular portrait of James Hookham, a man with glasses and a white shirt; 'James Hookham Director Global Shippers Forum (GSF)'; and the website 'tocevents-europe.com' at the bottom.

There can be no maritime trade without cargo to ship. As such, the industry must bear in mind the needs of the shippers – including the cargo owners – they intend to serve.

Mateo Wiegold, Editorial Content Manager at TOC Worldwide | Jun 06, 2023

When looking at maritime trade, we observe a complex value chain that places the port as the pivotal element for cargo coming in and out. As the sector evolves, whether in search for greener supply chains to meet the goals of the Paris Agreement, or pursuing digitalisation to enhance data collaboration, there is a simple fact that remains still: There can be no maritime trade without cargo to ship. As such, the

industry must bear in mind the needs of the shippers – including the cargo owners – they intend to serve.

The Global Shippers' Forum (GSF), founded in 2011, is the global trade body that speaks up for and advises both shippers in the conduct of international trade. Whether talking about manufacturers, producers, retailers, wholesalers, or traders of goods, the GSF supports in the essential role they perform in national economies, and works with them to guarantee an efficient, safe, and sustainable transport of cargo, while promoting and defending the interests of shippers in world trade.

In this regard, James Hookham, Director of the GSF since 2018, highlighted some key areas in which the GSF is currently supporting cargo owners: Sustainable Profit, Digitalisation, and Safety & security, among others. But what does this mean?

It is no secret that industries face growing pressure to decarbonise their production and operational processes. For shippers, this means understanding – and quantifying – the CO₂ emissions released across each stage of their value chains, designing tangible decarbonisation strategies with concrete deadlines, and reporting on these so that stakeholders can assess whether their pledges to achieve net-zero by 2050 are on track. This becomes particularly relevant for the shipping and aviation sectors, which are some of the hardest to decarbonise. While some of the biggest shippers are committing to invest in sustainable fuels, which could in turn allow them to credit their carbon footprint within the targets, what fuel is the right to invest in remains as a question yet to be answered.

Furthermore, some industry experts do not seem to agree on one specific green fuel and instead advocate for a multifuel landscape, which in turn presents a new dilemma, addressed by Professor Lynn Loo, CEO of the Global Centre for Maritime Decarbonisation at TOC Asia in 2022: Will there be bunkering and storage infrastructure for the right type of fuel? Whether looking at ports or airports, how to reassure shippers – and others supply chain stakeholders – looking to invest in planes or vessels running on a specific green fuel of their ROI? James highlights the importance of clarity and collaboration to convince ESG boards across the sector that decarbonisation of their supply chains can – and should – be profitable.

The clarity, however, should not be limited to sustainability; it is paramount for the digital transformation of the industry. In James' opinion, digitalisation – understood as using digital technologies to alter and improve existing processes – can help shippers optimize their transactions and the management of their value chains to prevent potential peaks in demand. Whether caused by the pandemic or the present geopolitical situation, shippers are faced with levels of unpredictability like never before.

James stresses the need for shippers to use digital platforms and data collaboration to become more resilient against another potential shock; nonetheless, he also acknowledges a significant barrier: Data governance.

By trusting a hypothetical digital platform with sensitive commercial information, who would be accountable for this?

What cybersecurity measures would need to be undertaken to prevent a potential data breach and what would be the standards to follow?

What would be the rights of shippers using such a platform and what due diligence would need to be implemented?

These are only some of the questions that need answering before an articulated digital transformation can take place across the industry.

On the subject to safety and security, it is simple. No one wants any accidents happening to the people handling the cargo, or to the cargo itself. Yet, again, the issues of clarity and standards come back to the surface. From the packaging of specific types of cargo to its handling upon arrival to the port, standardized best practices need to be observed. Beyond the scope of what happens at the terminal, container handling must also factor in the risks of invasive species that may have been transported with the cargo and gone unnoticed. Hence, the GSF in tandem with ICHCA and TT Club have been working on the Cargo Integrity Group, which advocates for standardized best practices for cargo handling.

Amongst such a plethora of topics to cover, the need for shippers to engage with their supply chain partners – ideally in a less formal and more relaxed environment – holds

a great deal of possibilities. As such, James will be elaborating on these and other issues at the next edition of TOC Europe, taking place in Rotterdam, the Netherlands from 13th to 15th June at the Ahoy. This will be an open conversation where shippers will make their voices heard. We keep bringing collaboration as something we need in the industry, let us start by listening. I look forward to hearing what James and other shippers will have to say. See you there.

James Hookham will be speaking in the session “Listening to Cargo Owners - A Round Table Discussion” at TOC Europe, which takes place from 13-15 June at the Ahoy Rotterdam. Join him and discover even more – Register now for free entrance via the event website [here](#)