

## MEDIA RELEASE

### Cargo Integrity Group Applauds Recent MSA Circular, Emphasizes Ongoing Commitment to Supply Chain Safety

*September 5, 2024*

The Cargo Integrity Group (CIG) commends the recent circular issued by the China Maritime Safety Administration (MSA) following the explosion incident involving the vessel "YM Mobility" on August 9, 2024, at Ningbo-Zhoushan Port. This incident, along with other recent fires aboard container vessels, underscores the critical need for enhanced safety measures and vigilance in the transport of dangerous goods by sea.

In its circular, the MSA reiterated the need for all shipping-related enterprises to implement comprehensive safety protocols, particularly during high-temperature seasons. This includes the rigorous management of dangerous goods, adherence to safety regulations, and thorough education and safety training for employees and crew members to handle potential risks effectively.

The Cargo Integrity Group echoes these sentiments. It is imperative that all parties involved in the supply chain – including shippers, freight forwarders, carriers, and port operators – recognize their roles and responsibilities in ensuring the safe transport of containers, both in compliance with dangerous goods regulations and in adopting sound industry practice, such as the CTU Code. Each party must contribute to a culture of safety that prioritizes the well-being of supply chain employees and vessel crews.

#### **Key Responsibilities for Safe Container Transport:**

1. **Shippers:** Must ensure that all cargo is correctly classified, packaged, and labelled according to the International Maritime Dangerous Goods (IMDG) Code. Accurate and timely provision of emergency information to carriers is not just a regulatory requirement but a critical component in mitigating risks associated with the transport of dangerous goods.
2. **Carriers and Shipping Companies:** Must maintain robust safety management systems and conduct regular training and emergency drills to enhance the preparedness of crews. Proper stowage, segregation, and isolation of dangerous goods, along with diligent inspection protocols, are essential to prevent incidents.
3. **Freight Forwarders and Port Operators:** Should work closely with carriers and shippers to verify cargo documentation and ensure the accurate declaration of dangerous goods. They should also be vigilant in inspecting containers for any potential hazards.

The Cargo Integrity Group also stresses the importance of immediate communication and coordination among all parties to address any discrepancies or emergencies swiftly. As noted in

the MSA circular, the proper management of dangerous goods, including temperature-sensitive materials and those with lower flash points, requires stringent adherence to safety guidelines.

“We must all work together to uphold the highest standards of safety in the transport of containers,” said the Cargo Integrity Group. “The recent incidents serve as a stark reminder that there is no room for complacency. We urge all parties to renew their commitment to safety, ensuring that the tragic events we have witnessed are not repeated.”

By adhering to international safety regulations and best practices, we can all help prevent future incidents and protect the lives of those working within the global supply chain.

ENDS

### About the Cargo Integrity Group

The Cargo Integrity Group brings together international freight transport and cargo handling organisations with different roles in the supply chain and a shared dedication to improving safety, security and environmental performance throughout the logistics supply chain. The [Bureau International des Containers](#), the [Container Owners Association](#), [FIATA](#), the [Global Shippers Forum](#), [ICHCA](#), [TT Club](#) and the [World Shipping Council](#) are cooperating on a range of activities to further the adoption and implementation of crucial safety practices and regulations.

### NOTES FOR EDITORS

#### Cargo Integrity Group Media Contacts



**Bureau International des Containers (BIC)**

Douglas Owen, Secretary General, [douglas.owen@bic-code.org](mailto:douglas.owen@bic-code.org)



**Container Owners Association (COA)**

Patrick Hicks, Secretary, [secretary@containerownersassociation.org](mailto:secretary@containerownersassociation.org)



**FIATA (International Federation of Freight Forwarders Associations)**

Pritha Prasad, [marketing@fiata.org](mailto:marketing@fiata.org)



**Global Shippers Forum (GSF)**

James Hookham, Secretary General, [jhookham@globalshippersforum.com](mailto:jhookham@globalshippersforum.com)

The Global Voice of Cargo Owners



**International Cargo Handling Co-ordination Association (ICHCA International)**

Maria Udy, Media contact, Portcare International, [maria@portcare.com](mailto:maria@portcare.com)



**TT Club**

Peter Owen, Media contact, Portcare International, [info@portcare.com](mailto:info@portcare.com)



**World Shipping Council (WSC)**

Anna Larsson, Communications Director, [alarsson@worldshipping.org](mailto:alarsson@worldshipping.org)