

Portcare
International



ICHCA

September 2024

Press Clippings

Collated by Portcare International

Press clippings relating to the following press release:

TT Club Innovation in Safety Award - Open for Entries

Distributed on 2 September 2024

3 September 2024

THE AWARD IS FOR THOSE WHO ARE MAKING A SIGNIFICANT DIFFERENCE TO SAFETY IN CARGO TRANSPORT – NOW. AS OF TODAY ENTRIES ARE WELCOMED FOR THE LATEST ANNUAL TT CLUB SPONSORED AND ICHCA ORGANIZED INNOVATION IN SAFETY AWARD

Now more than ever the challenge to everyone in the global freight industry is to drive safety forward. Developing technologies combined with knowledge and experience at all levels can significantly enhance how we manage very real risks to our people cargoes and services. Risks such as explosion, fire, fall, crush, run over and moving objects require ongoing control in ports and onboard ships. The better industry gets at this, the better the results for life, limb, cargo and infrastructure, the better the work for workforces and the more sustainable and successful the organisations that we depend on. The opportunity exists not just to prevent headline grabbing events, but also day-to-day incidents that may be less in the media spotlight but can affect both shore-side workers and ships' crew.

“The good news is that cargo handlers, carriers and the developers of technological devices and systems of all shapes and sizes are diligently producing innovations to improve risk control,” reports TT Club’s MD Loss Prevention, Mike Yarwood. “I’m pleased to say that working with ICHCA, our efforts in encouraging such innovation are having a positive effect. This Award plays a significant role in those efforts.”

The enthusiasm with which the Award has been received over the years is evidenced by the consistent number of inspiring entries each year. All deserve praise and the calibre of those that either won or were highly commended supports the confidence that both TT and ICHCA have in maintaining the process each year as a positive force for greater safety awareness.

Among past winners and those selected for special recognition are a diverse mix of established cargo handling operators and technology experts applying their specialist knowledge freshly to the sector, among them:

- Cross Currents 88 and G2 Ocean AS
- Royal Haskoning DHV
- Trendsetter Vulcan Offshore
- AP Moller Maersk for its APMT Vessel Inspection App
- Exis Technologies

- Intermodal Telematics
- VIKING Life-Saving Equipment A/S — HydroPen
- PSA International
- Cargotec Sweden AB

Likewise the safety solutions put forward have been varied: from a netting system to prevent fatal falls in cargo holds to a device for enhancing mooring safety; from a standardized digital platform for terminals to carry out vessel inspections to improvements in the safety and stability of containers on board ships; from a digital temperature alerting system for tank containers to an effective way of fighting onboard container fires and a video analytics solution that helps prevent in-terminal collisions of the heavy cargo handling equipment,

“Our list of previous innovative ideas to increase the safe working of our industry is impressive,” comments Richard Steele, CEO of ICHCA. “We are pleased to have had the opportunity to spotlight their passion and creativity for not just doing the right things right, but doing them better. Every year we speak to people who have genuinely innovated, but just see it as part of their job. We urge all those who have made positive changes to the way they do safety either for themselves or for others through their products or services to enter this year’s Award. The most exciting part of the Award is the resultant sharing of knowledge and forward-looking thought that can deliver valuable advancements in safety. They will make a difference now!”

All entries to the Award are welcomed. Judging criteria and entry form can be accessed here

<https://ichca.com/entering-the-tt-club-innovation-in-safety-award>

SOURCE: TT CLUB

September 3rd, 2024 | Categories: **Industry services**

3 September 2024

September 3rd, 2024 | Written by Tim Jay

TT CLUB INNOVATION IN SAFETY AWARD NOW OPEN FOR GROUNDBREAKING ENTRIES IN CARGO TRANSPORT SAFETY



The TT Club, in collaboration with ICHCA, has opened entries for its annual Innovation in Safety Award, recognizing those who are making significant advancements in cargo transport safety. This prestigious award seeks to honor individuals and organizations that are currently driving safety improvements in the global freight industry, a mission that has become more critical than ever.

Read also: [TT Club Urges Global Supply Chain to Address Rising Container Ship Fire Risks](#)

The challenges in cargo transport are vast, with risks such as explosions, fires, falls, crushing, and collisions requiring constant vigilance, both in ports and onboard ships. By advancing safety technologies and practices, the industry not only protects lives and cargo but also enhances the sustainability and success of organizations worldwide. The award emphasizes the importance of preventing not

only high-profile incidents but also the day-to-day accidents that can impact both shoreside workers and ship crews.

Mike Yarwood, Managing Director of Loss Prevention at TT Club, highlighted the positive impact of the award, stating, “Cargo handlers, carriers, and technology developers are continuously producing innovations to improve risk control. Working with ICHCA, our efforts in encouraging such innovation are yielding tangible results, and this award is a key component of that success.”

The award has consistently attracted a high caliber of entries, showcasing a wide array of safety solutions. Past winners and those recognized for special commendation include companies such as Cross Currents 88, G2 Ocean AS, Royal Haskoning DHV, and AP Moller Maersk, among others. Their innovations range from netting systems that prevent fatal falls in cargo holds to devices enhancing mooring safety and digital platforms for vessel inspections.

Richard Steele, CEO of ICHCA, praised the innovative spirit of past participants, stating, “Our list of previous winners is impressive, and it’s an honor to spotlight their passion for not just doing things right, but doing them better. We encourage all those who have made positive changes in safety practices or developed products and services that enhance safety to enter this year’s award. The sharing of knowledge and forward-thinking ideas that result from this competition are invaluable in driving meaningful safety advancements across the industry.”

The TT Club Innovation in Safety Award remains a vital platform for recognizing and sharing groundbreaking ideas that are shaping the future of cargo transport safety.

All entries to the Award are welcomed. Judging criteria and entry form can be accessed here

<https://ichca.com/entering-the-tt-club-innovation-in-safety-award>

4 September 2024

TT Club Innovation in Safety Award – Open for Entries

■ in Marine Insurance P&I Club News © 04/09/2024



Now more than ever the challenge to everyone in the global freight industry is to drive safety forward. Developing technologies combined with knowledge and experience at all levels can significantly enhance how we manage very real risks to our people cargoes and services. Risks such as explosion, fire, fall, crush, run over and moving objects require ongoing control in ports and onboard ships. The better industry gets at

this, the better the results for life, limb, cargo and infrastructure, the better the work for workforces and the more sustainable and successful the organisations that we depend on. The opportunity exists not just to prevent headline grabbing events, but also day-to-day incidents that may be less in the media spotlight but can affect both shore-side workers and ships' crew.

"The good news is that cargo handlers, carriers and the developers of technological devices and systems of all shapes and sizes are diligently producing innovations to improve risk control" reports TT Club's MD Loss Prevention, Mike Yarwood. "I'm pleased to say that working with ICHCA, our efforts in encouraging such innovation are having a positive effect. This Award plays a significant role in those efforts."

The enthusiasm with which the Award has been received over the years is evidenced by the consistent number of inspiring entries each year. All deserve praise and the calibre of those that either won or were highly commended supports the confidence that both TT and ICHCA have in maintaining the process each year as a positive force for greater safety awareness.

Among past winners and those selected for special recognition are a diverse mix of established cargo handling operators and technology experts applying their specialist knowledge freshly to the sector, among them:

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Likewise the safety solutions put forward have been varied: from a netting system to prevent fatal falls in cargo holds to a device for enhancing mooring safety; from a standardized digital platform for terminals to carry out vessel inspections to improvements in the safety and stability of containers on board ships; from a digital temperature alerting system for tank containers to an effective way of fighting onboard container fires and a video analytics solution that helps prevent in-terminal collisions of the heavy cargo handling equipment.

"Our list of previous innovative ideas to increase the safe working of our industry is impressive," comments Richard Steele, CEO of ICHCA. "We are pleased to have had the opportunity to spotlight their passion and creativity for not just doing the right things right, but doing them better. Every year we speak to people who have genuinely innovated, but just see it as part of their job. We urge all those who have made positive changes to the way they do safety either for themselves or for others through their products or services to enter this year's Award. The most exciting part of the Award is the resultant sharing of knowledge and forward-looking thought that can deliver valuable advancements in safety. They will make a difference now!"

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Source: TT Club

2 September 2024

TT Club Innovation in Safety Award – Open for Entries

- September 2, 2024

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2 September 2024

[TT Club and ICHCA launch 'innovation in safety' award](#)



© Choneschones

By [Alex Lennane](#)

02/09/2024

Leading cargo transport insurer TT Club has opened entries to its award for innovation in safety.

The award is for those “making a significant difference to safety in cargo transport”.

TT Club noted: “Now more than ever the challenge to everyone in the global freight industry is to drive safety forward.

“Developing technologies combined with knowledge and experience at all levels can significantly enhance how we manage very real risks to our people, cargoes and services. Risks such as explosion, fire, fall, crush, run over and moving objects require ongoing control in ports and onboard ships.

“The better industry gets at this, the better the results for life, limb, cargo and infrastructure, the better the work for workforces and the more sustainable and successful the organisations that we depend on.

“The opportunity exists not just to prevent headline grabbing events, but also day-to-day incidents that may be less in the media spotlight but can affect both shore-side workers and ships’ crew.”

The award is sponsored by TT Club, and organised by ICHCA.

“Our list of previous innovative ideas to increase the safe working of our industry is impressive,” said Richard Steele, CEO of ICHCA.

“We are pleased to have had the opportunity to spotlight their passion and creativity for not just doing the right things right, but doing them better. Every year we speak to people who have genuinely innovated, but just see it as part of their job. We urge all those who have made positive changes to the way they do safety either for themselves or for others through their products or services to enter this year’s award.

“The most exciting part of the award is the resultant sharing of knowledge and forward-looking thought that can deliver valuable advancements in safety. They will make a difference now!”

Previous safety solutions highlighted by the award include a netting system to prevent fatal falls in cargo holds; a device for enhancing mooring safety; a standardised digital platform for terminals to carry out vessel inspections; and improvements in the safety and stability of containers on ships.

TT Club said it welcomes all entries before the 15 November closing date. The judging criteria and entry form can be [accessed here](#).

Check out today’s News in Brief podcast

Rewind 10s Play Forward 10s

00:00

00:00

11:14

Mute

6 September 2024

3. Innovation in safety award

Developing technologies combined with knowledge and experience at all levels can significantly enhance how one manages very real risks to people, cargoes and services, according to the TT Club discussing an Award it is sponsoring with ICHCA. Risks such as explosion, fire, fall, crush, and moving objects require ongoing control in ports and onboard ships. The better industry gets at this, the better the results for life, limb, cargo and infrastructure.,

“The good news is that cargo handlers, carriers and the developers of technological devices and systems of all shapes and sizes are diligently producing innovations to improve risk control,” reports TT Club’s MD Loss Prevention, Mike Yarwood. “I’m pleased to say that working with ICHCA, our efforts in encouraging such innovation are having a positive effect. This Award plays a significant role in those efforts.”

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Award is the resultant sharing of knowledge and forward-looking thought that can deliver valuable advancements in safety. They will make a difference now!”

All entries to the Award are welcomed.

Judging criteria and entry form can be accessed here: <https://ichca.com/entering-the-tt-club-innovation-in-safety-award>

6 September 2024



TT Club Innovation in Safety Award – Open for Entries

[home](#), [Marine News Room](#), [Marine Safety](#), [Marine Tech](#) / [Leave a Comment](#)

The Award is for those who are making a significant difference to safety in cargo transport – NOW. As of today entries are welcomed for the latest annual TT Club sponsored and ICHCA organized Innovation in Safety Award

Drive safety forward.

Now more than ever the challenge to everyone in the global freight industry is to drive safety forward. Developing technologies combined with knowledge and experience at all levels can significantly enhance how we manage very real risks to our people cargoes and services.

Risks such as explosion, fire, fall, crush, run over and moving objects require ongoing control in ports and onboard ships.

Headline-grabbing

The better industry gets at this, the better the results for life, limb, cargo and infrastructure, the better the work for workforces and the more sustainable and successful the organisations that we depend on.

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Producing innovations



mike-yarwood

“The good news is that cargo handlers, carriers and the developers of technological devices and systems of all shapes and sizes are diligently producing innovations to improve risk control,” reports TT Club’s MD Loss Prevention, **Mike Yarwood**. “I’m pleased to say that working with ICHCA, our efforts in encouraging such innovation are having a positive effect. This Award plays a significant role in those efforts.”

Inspiring entries

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Past winners

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Safety solutions

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Impressive industry



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The Award

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<https://ichca.com/entering-the-tt-club-innovation-in-safety-award>

About ICHCA International

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.

www.ichca.com

About TT Club

TT Club is the established market-leading independent provider of mutual insurance and related risk management services to the international transport and logistics industry.

The Club's services include specialist underwriting, claims management and risk and loss management advice, supported by a global office network. TT Club's mission is to make the industry safer, more secure and more sustainable.

Established in 1968, TT Club currently services more than 1400 Members – container owners, operators, ports, terminals and logistics companies. Its membership covers the entire logistics journey, working across maritime, road, rail, and air ranging from some of the world's largest logistics operators to smaller, bespoke companies managing similar risks.

The Club is renowned for its high-quality service, in-depth industry knowledge and enduring Member loyalty. Its average annual customer retention rate is consistently over 95%, with some Members having chosen to insure with the Club for over 50 years.

TT Club is managed by Thomas Miller – an independent and international provider of insurance, professional and investment services.

4 September 2024

TT Club Innovation in Safety Award – Open for Entries

News|

Published: Sep 4, 2024|



Entries are now open for the latest TT sponsored / ICHCA organised innovation in safety award.

Whilst the transport of cargo is common place in the port industry, there continue to be areas of concern surrounding safety in this area. The intention of this award is to help highlight the challenges – such as risk of explosion, fire, fall, crushing etc. and drive forward safety for both the ships crew and the port operators.

“The good news is that cargo handlers, carriers and the developers of technological devices and systems of all shapes and sizes are diligently producing innovations to improve risk control, I’m pleased to say that working with ICHCA, our efforts in encouraging such innovation are having a positive effect. This Award plays a significant role in those efforts.”

MIKE YARWOOD – TT CLUB’S MD LOSS PREVENTION

All entries to this award are welcomed. Further details and the entry form can be found on the [ICHCA website](#).

12 September 2024

TT Club Innovation in Safety Award is opened for entries

News 12 Sep 2024 by **WCN Editorial**

The TT Club and ICHCA are inviting entries for their Innovation in Safety Award, promoting safety and efficiency in freight transport and cargo handling sectors.



Illustration © Shutterstock

Entries are now open for the latest annual TT Club-sponsored Innovation in Safety Award, in collaboration with the International Cargo Handling Coordination Association (ICHCA). The award is the centrepiece of TT Club and ICHCA's ongoing efforts to encourage stakeholders in the freight transport and cargo handling sectors to continue the journey of improving operational safety and efficiency through innovation. The winner will be entitled to a free exhibition pod at the TOC Safety Village 2025.

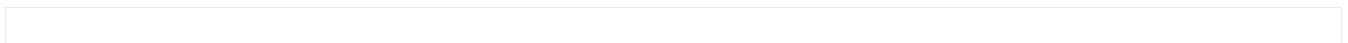
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The safety solutions put forward have included various solutions such as a netting system to prevent fatal falls in cargo holds, a device for enhancing mooring safety, a standardised digital platform for terminals to carry out vessel inspections to improvements in the safety and stability of containers on board ships, a digital temperature alerting system for tank containers to an effective way of fighting onboard container fires and a video analytics solution that helps prevent in-terminal collisions of the heavy cargo handling equipment.

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Press clippings relating to the following press release:

**Cargo Integrity Group applauds recent MSA Circular,
emphasizes ongoing commitment to Supply Chain Safety**

Distributed on 5 September 2024

5 September 2024

Cargo Integrity Group applauds recent MSA circular, emphasizes ongoing commitment to supply chain safety

| Sep 05 2024 at 12:45 PM | [Maritime](#) | [Liner Shipping](#)

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.

10 September 2024

Cargo Integrity Group applauds recent MSA circular, emphasises ongoing commitment to Supply Chain Safety

September 10, 2024 | [Top News](#), [World](#)

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Source: TT Club

14 September 2024

Cargo Integrity Group reminds of the need for accurate and reliable emergency contact information

in International Shipping News © 14/09/2024



**CARGO
INTEGRITY
GROUP**

The Cargo Integrity Group is issuing an urgent reminder of the need for an emergency contact telephone number to be provided for shipments of dangerous goods, following recent experiences reported by its partner organizations.

Transport of dangerous goods is essential to the production and distribution of many products on a global scale. The International Maritime Dangerous Goods (IMDG) Code¹ is in force worldwide to ensure the safety and security of people, the environment and assets, and must be followed by all parties. Recommended industry practices have also been developed for the packing and securing of goods in cargo transport units, such as the CTU Code².

The majority of dangerous goods shipments are carried and handled without incident. Nonetheless, should an incident occur despite all safety precautions, it is essential that the necessary steps to respond to the dangers can be taken swiftly and reliably by those attending the scene.

A requirement of many national dangerous goods regulations for transport by sea, in order to comply with international dangerous goods regulations, including the IMDG Code, is that a suitable 24-hour emergency response number be provided within shipping documentation, safety data sheets or other compliant means for each shipment of dangerous goods. The phone number must be answered by a person who is knowledgeable of the dangerous goods being shipped and has comprehensive emergency response and incident mitigation information for the product or products in the shipment, or has immediate access to a person who has that information. This phone number must not have a call-back function, such as the use of voicemail or pager, nor be a general answering service. The number must be current during the shipment and monitored 24 hours a day.

Shippers of dangerous goods must therefore take appropriate measures to establish access to an appropriate and knowledgeable person or persons and include their telephone contact number on the transport documents and safety data sheets, to ensure full compliance with this requirement.

The Cargo Integrity Group points out that the IMDG Code starts from the premise that the transport of dangerous goods is prohibited, unless they are shipped in accordance with the applicable regulatory provisions. Only when mandatory regulations and guidelines are followed can it be expected that such cargoes are able to be transported safely. Extreme diligence and accurate emergency response information is necessary to prevent minor incidents from becoming major casualties. Failure to comply with these requirements may result in shipments being refused for transport by terminals or shipping lines and parties may incur heavy fines and product liability risks in any legal actions.

Source: Cargo Integrity Group

9 September 2024

7. Supply chain safety

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, everyone can help prevent future incidents and protect the lives of those working within the global supply chain.

5 September 2024

Cargo Integrity Group Applauds Chinese Response to YM Mobility Explosion

September 5, 2024



The industry body, Cargo Integrity Group, has issued a statement of support for the recent circular issued by the China Maritime Safety Administration (MSA) following the YM Mobility explosion on August 9, 2024, at Ningbo-Zhoushan Port. The vessel was carrying hazardous goods at the time.

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, saying: “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

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14 September 2024



Cargo Integrity Group : Shipments of dangerous goods Procedures

[home](#), [logistics](#), [Marine News Room](#) / [Leave a Comment](#)

The Cargo Integrity Group is issuing an urgent reminder of the need for an emergency contact telephone number to be provided for shipments of dangerous goods, following recent experiences reported by its partner organizations.

Transport of dangerous goods is essential to the production and distribution of many products on a global scale. The International Maritime Dangerous Goods (**IMDG**) Code¹ is in force worldwide to ensure the safety and security of people, the environment, and assets and must be followed by all parties. Recommended industry practices have also been developed for the packing and securing of goods in cargo transport units, such as the **CTU Code**².

The majority of dangerous goods shipments are carried and handled without incident. Nonetheless, should an incident occur despite all safety precautions, it is essential that the necessary steps to respond to the dangers can be taken swiftly and reliably by those attending the scene.



A requirement of many national dangerous goods regulations for transport by sea, to comply with international dangerous goods regulations, including the **IMDG Code**, is that a suitable 24-hour emergency response number be provided within shipping documentation, safety data sheets, or other compliant means for each shipment of dangerous goods.

The phone number must be answered by a person who is knowledgeable of the dangerous goods being shipped and has comprehensive emergency response and incident mitigation information for the product or products in the shipment, or has immediate access to a person who has that information.



This phone number must not have a call-back function, such as the use of voicemail or pager, nor be a general answering service. The number must be current during the shipment and monitored 24 hours a day.

Shippers of dangerous goods must therefore take appropriate measures to establish access to an appropriate and knowledgeable person or persons and include their telephone contact number on the transport documents and safety data sheets, to ensure full compliance with this requirement.

5 September 2024

Cargo Integrity Group urges enhanced safety following Ningbo-Zhoushan port explosion

by The Editorial Team

September 5, 2024 Safety



Credit: Shutterstock

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.

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Key Responsibilities for Safe Container Transport:

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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. 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.

..said the Cargo Integrity Group.

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.

16 September 2024

Hazardous materials and ports: Mis-declared cargoes continue to highlight industry safety issues

By [Sarah Foxton](#), [Nigel Cassey](#) and [Peter Yates](#) | September 16, 2024

Last month's port explosion in China has intensified the need for enhanced safety in handling dangerous cargo, urging owners and operators to reassess the emerging risks posed by energy technologies.

An explosion at the Chinese port of Ningbo-Zhoushan last month has once again intensified the industry's attention on mis-declared cargoes and fueled warnings from insurers for operators to better understand the value of goods in their care.

A heat wave at Ningbo-Zhoushan, [China's second-busiest container port](#), triggered an explosion on the Taiwanese-owned *YM Mobility*, being loaded at one of the port's berths. The cause of the explosion is still being investigated, but [local media](#) reported that it may have been caused by a combination of factors such as the unseasonably high temperatures in the area and the presence of volatile materials (lithium-ion batteries and parabens) in the ship's cargo. The shipowner suggested these hazardous materials may have been stored improperly in the container.

While the explosion was felt up to a kilometer away, there were no casualties. Nevertheless, it was reminiscent of bigger explosions at the ports of [Beirut](#) (2020) and [Tianjin](#) (2015), in China, which combined cost almost 400 lives and injured thousands.

Hazardous materials are ever-present risks

A series of [recent container fires](#) last year, both at sea and on land, attributed to the presence of lithium-ion batteries [sharpened industry responses](#) and [guidance](#) on the materials. But technologies, such as those that support global decarbonization efforts, continue to emerge for trade and the established risk controls don't always keep pace. Therefore, fire risks from the carriage of hazardous materials are ever present for the world's ports and terminal operators, who rely heavily on robust industry adherence to the rules outlined in the IMO's International Maritime Dangerous Goods (IMDG) Code and accurate declarations of the cargoes they handle.

The International Cargo Handling Co-ordination Association's Cargo Integrity Group has recently identified 15 '[cargoes of concern](#)' 6 of which can cause container fires when mis-handled, including:

- Charcoal
- Calcium hypochlorite

- Lithium-ion batteries
- Cotton and wool
- Fishmeal
- Seed cake

Unfortunately, global adherence to best practice handling, storage and declaration of hazardous materials can be haphazard, when disproportionate amounts of trade moves by sea. This shortfall is particularly apparent among cargo owners who use shipping as their main form of transport.

Study reveals prevalence of poor practice

A [study](#) on containerized sea trade from the U.S. based National Cargo Bureau (NCB), supported by some of the world's biggest shipping lines, found more than half (55%) of the containers they inspected didn't comply with national regulations for transporting hazardous cargoes; similarly, 43% revealed poorly secured dangerous goods.

Alarmingly, 6.5% of containers were found to be carrying misdeclared dangerous cargoes. Subsequent NCB audits, have revealed similar levels of undeclared / misdeclared shipments of dangerous goods such as charcoal, flammable liquids, and used lithium-ion batteries.

6.5% of containers were found to be carrying misdeclared dangerous cargoes.

In the last ten years, more attention has been given to safety measures, better booking systems and new fire detection and firefighting systems. However, it's still hard for container port operators to know what cargoes are in the boxes they handle and store.

Questions about port risk preparedness

There are other worrying trends. Shorter term, the global rise in geopolitical conflicts, such as the one currently diverting Asia-EU trade from the Red Sea around Africa, is disrupting supply chains and driving congestion to an [18-month high](#) at some of Europe's primary ports. The overflow is putting pressure on the continent's smaller ports, which are less able to handle the mega-ships and are less prepared to manage the greater risks their cargoes can present. While this is currently happening in Europe, it could happen anywhere.

More than 90% of the world's commercial fleet still runs on conventional carbon-based fuels.

Longer term, [more than 90%](#) of the world's commercial fleet still runs on conventional carbon-based fuels. This is changing as shipping transitions to meeting its [zero-carbon emissions](#) target by 2050, meaning more low and zero-carbon fuels like LNG, methanol/ethanol, biofuels, ammonia and hydrogen will need to be stored at ports or nearby facilities. Many of these fuels are likely to be more volatile than the industry's current regular fuels.

There are already questions about whether employees at many ports are equipped, with adequate training, bespoke equipment and defensive strategies, to handle the [unique characteristics](#) of fires caused by lithium-ion batteries. The increasing presence of the new fuels and their unique risks profiles will intensify those questions and, presumably, the attention of insurance adjusters.

Questions will be increasingly asked whether port facilities and their managers are fully equipped and trained to deal with the influx of dangerous goods. Operators who are seen to accept contracts to handle, store or distribute those cargoes without dedicated equipment and personnel to manage potential crisis events are very likely to see their risk assessments and premiums rise, especially if any losses are adjudged to have been worse because of the port's related shortcomings.

Matching insurance cover to risk exposure: what's at stake

Even the most prepared operator can't eliminate all risks. Explosions, especially those caused by mis-declared cargo, are classic examples of the type of unpredictable risks that insurance products were created to transfer.

But the expertise that underpins an exact assessment of a port's risk exposure needs to be held by the owner or operator of each specific facility. Often owners or operators buy less insurance, not because they want to pay less, but simply because they don't have a clear understanding of the value of the goods moving through their facilities.

If an operator can show the adjuster exact knowledge of the values transiting their facility at any given time — and then prove their ability to manage unexpected events — that will have a positive impact on the insurance they purchase.

The recent [incident](#) involving a cargo ship carrying ammonium nitrate showed how important it is to declare the cargo correctly to manage port risks. The ship was moved from Tromsø, Norway, to a safer anchorage.

For smarter ways to assess and offset current ports and terminals risks, please contact a member of the team.

Press clippings relating to the following press release:

Cargo Integrity Group calls on Governments to report findings of Container Inspections and on IMO to continue publishing them

Distributed on 17 September 2024

17 September 2024

Cargo Integrity Group wants governments to report findings of container inspections and IMO to publish them

| Sep 17 2024 at 08:49 AM | [Maritime](#)

The Cargo Integrity Group (CIG) is calling on national administrations to carry out and report the findings of their container inspection programs, and for the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea.

Under resolutions adopted more than 20 years ago, member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way¹. The findings are to be submitted annually to IMO for collation and reporting so that a global picture of levels of compliance with international regulations and recommended practices can be obtained, and any appropriate safety improvements identified.

An analysis by partner organisations in the Cargo Integrity Group reveals that less than 5 per cent of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form. Whilst applauding the diligence of those governments making regular submissions, the Cargo Integrity Group is concerned at the overall low numbers of reports as this means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea.

The Cargo Integrity Group understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO there is no shared value.

CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programs aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention², the CSC Convention³, the IMDG Code⁴, and the CTU Code⁵.

The dangers posed by poorly packed, mis-handled or mis-declared containerized shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

CIG partner organizations are also alarmed to learn that the IMO is considering discontinuing the collation and publication of these reports in a form that is easily accessible to Industry. The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week.

The Cargo Integrity Group calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea and to follow-up on material deficiencies that may be discovered.

In addition, the Group calls on IMO to continue to publish the reported findings in a form that allows ready understanding of where efforts to improve awareness of, and compliance with, mandatory regulations need to be directed.

18 September 2024

[Cargo integrity group urges governments and IMO to enhance transparency on container inspection findings - Business Upturn Asia](#)

Cargo integrity group urges governments and IMO to enhance transparency on container inspection findings

The group thinks that improved safety procedures and stronger risk management techniques in the maritime sector will result from consistent reporting by both national authorities and the IMO.



By **Anshika Sinha** On **Sep 18, 2024**



[Share](#)

Cargo Integrity Group has made a strong case for increased openness around container inspections, asking governments all over the world to make their findings available to the public and for the International Maritime Organization (IMO) to

keep releasing these important reports. This appeal coincides with rising worries about the integrity and safety of cargo in international shipping.

The Cargo Integrity Group stressed how important it is to report container inspection results thoroughly and transparently to guarantee improved shipping procedures and increased safety regulations. The group argues that in order to offer important insights into safety and compliance issues, governments ought to make public the comprehensive findings from inspections of shipping containers.

The IMO, a significant international maritime organization, has played a key role in establishing container safety regulations. The need for continuing oversight and accountability in upholding high safety standards is highlighted by the Cargo Integrity Group's demand that the IMO continue to publish inspection results. The group thinks that improved safety procedures and stronger risk management techniques in the maritime sector will result from consistent reporting by both national authorities and the IMO.

The appeal is a reflection of larger industry worries regarding the security of cargo and the requirement for uniform procedures to handle any potential risks related to shipping containers. The Cargo Integrity Group wants to promote a culture of safety and alertness among the world's shipping community by enhancing transparency and guaranteeing the availability of inspection data. It is anticipated that this initiative will increase stakeholder confidence, encourage more practical steps to avert mishaps and guarantee the integrity of cargo handling procedures.

The call from the group coincides with an IMO review of its safety procedures and regulations pertaining to container inspections. The urgency of this review has been highlighted by recent incidents involving unsafe cargo practices. In addition to promoting better regulatory procedures, the Cargo Integrity Group is backing a larger industry movement in the direction of increased accountability and proactive risk management.

18 September 2024

CIG urges governments to report container inspections

September 18, 2024



The Cargo Integrity Group (CIG) is urging national administrations to conduct and report the results of their container inspection programs and is calling the International Maritime Organization (IMO) to continue compiling and making these findings publicly accessible.

This initiative aims to support efforts to enhance safety in the transport of goods by sea.

More than 20 years ago, IMO member governments adopted resolutions committing to routinely inspect containers and their packed cargoes consistently.

The results of these inspections are to be submitted annually to the IMO for collation and reporting, allowing for a global overview of compliance with international regulations and recommended practices, and enabling the identification of potential safety improvements.

However, an analysis by CIG partner organizations shows that fewer than 5% of the 167 national administrations involved are regularly submitting their inspection findings to the IMO in a publicly available format.

The CIG is concerned about the low reporting rate, as the lack of sufficient data undermines efforts to improve the safety and sustainability of sea shipments.

The CIG acknowledges that some countries may be inspecting containerized goods entering or leaving their ports but are failing to submit their findings to the IMO as agreed. Without these submissions, there is no shared benefit to the global community, according to CIG.

CIG partners stress that consistent reporting of inspection findings is critical to directing communication and training programs aimed at raising awareness of safe practices for container transport. These include the SOLAS Convention, CSC Convention, IMDG Code, and CTU Code.

The risks posed by improperly packed, mishandled, or mis-declared containerized cargo have been highlighted by recent fires and explosions on container ships. While investigations into these incidents are ongoing, the CIG is concerned that existing measures to identify potential weaknesses are not being fully enforced, missing opportunities to improve safety standards.

Additionally, CIG is alarmed by reports that the IMO may consider stopping the collation and publication of these inspection findings in an easily accessible format.

19 September 2024

CIG: Container ship fires could be reduced by better data

Less than 5% of 167 IMO member nations report results of freight container inspections, maritime transport coalition says.



By [DC Velocity Staff](#) Sep 19, 2024

A coalition of freight transport and cargo handling organizations is calling on countries to honor their existing resolutions to report the results of national container inspection programs, and for the International Maritime Organization (IMO) to publish those results.

dcvelocity.com

Reinke moves from TIA to IANA in top office

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Those two steps would help improve safety in the carriage of goods by sea, [according to the Cargo Integrity Group \(CIG\)](#), which is a partnership of industry associations seeking to raise awareness and greater uptake of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (2014) – often referred to as CTU Code.



Study: bridges may need more protection from ship collisions

The initiative is supported by the International Cargo Handling Coordination Association (ICHCA), Bureau International des Containers (BIC), Container Owners Association (COA), International Federation of Freight Forwarders Associations (FIATA), Global Shippers' Forum, TT Club, and World Shipping Council (WSC).

According to the Cargo Integrity Group, member governments of the IMO adopted resolutions more than 20 years ago agreeing to conduct routine inspections of freight containers and the cargoes packed in them. But less than 5% of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form.

The low numbers of reports means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining their efforts to improve the safety and sustainability of shipments by sea, CIG said.

Meanwhile, the dangers posed by poorly packed, mis-handled, or mis-declared containerized shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of those incidents remain under investigation, the Cargo Integrity Group says it is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

18 September 2024

CIG CALLS FOR INSPECTION DATA

// BY PETER MACKAY ON 18 SEP 2024

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CIG, the Cargo Integrity Group, has called on national maritime administrations to carry out and report the findings of their container inspection programmes, in line with IMO recommendations, and for IMO to continue collating and publishing the results in a publicly accessible form. This will, CIG says, help support efforts to improve safety in the carriage of goods – particularly dangerous goods – by sea.

Less than 5% of the 167 IMO states are currently submitting regular reports, CIG has calculated. This means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea. CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers.

CIG partner organisations are also alarmed to learn that the IMO is considering discontinuing the collation and publication of these reports in a form that is easily accessible to Industry. The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week.

17 September 2024



A fire on board the Maersk Frankfurt in the Arabian Sea, July 19, 2024. Photo via Indian Coast Guard

Maritime Safety at Risk as Nations Fail to Report Container Inspections

Mike Schuler

Total Views: 2263

September 17, 2024

The Cargo Integrity Group (CIG), an industry collective dedicated to improving safety in the global supply chain, is sounding the alarm on a critical gap in maritime safety protocols.

According to the group, less than 5% of 167 national administrations are regularly submitting container inspection results to the International

Maritime Organization (IMO), despite a two-decade-old agreement to do so.

This lack of reporting is undermining global efforts to improve the safety and sustainability of sea shipments. The CIG warns that insufficient data prevents the IMO and industry from drawing reliable conclusions about safety standards.

“Common and consistent reporting of inspection findings is essential to help target communication and training programs aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers,” the CIG stated.

The group’s concerns are heightened by recent fires and explosions aboard container ships, potentially linked to poorly packed or misdeclared cargo. Adding to the urgency, the CIG reports that the IMO is considering discontinuing the collation and publication of these reports in an easily accessible form.

In response, the CIG is calling for action on two fronts:

1. National administrations to fully implement their agreed actions on submitting container inspection findings to the IMO.
2. The IMO to continue publishing the reported findings in a form that facilitates understanding of where efforts to improve compliance with mandatory regulations should be directed.

As the maritime industry grapples with these challenges, the CIG’s call to action serves as a reminder of the critical role data plays in maintaining safety at sea. The coming weeks may prove pivotal as the IMO decides on the future of this essential reporting function.

20 September 2024

CIG calls on governments and IMO to report container inspection findings

By [Joshua Allen](#) 20 September 2024

The Cargo Integrity Group (CIG) is calling on national administrations to carry out and report the findings of their container inspection programmes, and for the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea.

This includes conducting routine inspections of freight containers and the cargoes packed in them in a consistent manner – resolutions which were adopted more than 20 years ago by IMO members. The findings are to be submitted annually to the IMO for collation and reporting, allowing for any necessary safety improvements to be made. However, analysis conducted by partner organisations in the **CIG** shows that less than 5 percent of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form.

Because of this lack of data, according to CIG, the IMO is unable to draw reliable conclusions regarding how to improve the safety and sustainability of shipments by sea.

CIG partners point to common and consistent reporting of inspection findings as being crucial to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices. These include the likes of the International Convention for the safety of Life at Sea (SOLAS) convention and the International Maritime Dangerous Goods (IMDG) code.

[Fires and explosions aboard merchant ships has been thrown into the spotlight over the past couple of years, with losses mounting.](#) According to the CIG, these incidents illustrate the dangers posed by poorly packed, mishandled or mis-declared containerised shipments.

Although circumstances of these incidents remain under investigation, the CIG is worried that measures are not being applied correctly and opportunities for improving compliance standards are going amiss.

18 September 2024

Cargo Integrity Group Calls on Governments to Report Findings of Container Inspections and on IMO to Continue Publishing Them

in International Shipping News 18/09/2024



The Cargo Integrity Group (CIG) is calling on national administrations to carry out and report the findings of their container inspection programmes, and for the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea.

Under resolutions adopted more than 20 years ago member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way¹. The findings are to be submitted annually to IMO for collation and reporting so that a global picture of levels of compliance with international regulations and recommended practices can be obtained, and any appropriate safety improvements identified.

An analysis by partner organisations in the Cargo Integrity Group reveals that less than 5 per cent of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form. Whilst applauding the diligence of those governments making regular submissions, the Cargo Integrity Group is concerned at the overall low numbers of reports as this means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea.

The Cargo Integrity Group understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO there is no shared value.

CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention², the CSC Convention³, the IMDG Code⁴, and the CTU Codes⁵.

The dangers posed by poorly packed, mis-handled or mis-declared containerized shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

CIG partner organisations are also alarmed to learn that the IMO is considering discontinuing the collation and publication of these reports in a form that is easily accessible to industry. The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week.

The Cargo Integrity Group calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea and to follow-up on material deficiencies that may be discovered.

In addition, the Group calls on IMO to continue to publish the reported findings in a form that allows ready understanding of where efforts to improve awareness of, and compliance with, mandatory regulations need to be directed.

Source: Cargo Integrity Group

18 September 2024

Less than 5% of administrations regularly submit results of inspections to IMO, says Cargo Integrity Group

The Cargo Integrity Group (CIG) has called on national administrations to carry out and report the findings of their container inspection programmes, and for the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea. The CIG said that, under resolutions adopted more than 20 years ago, member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way. The findings are submitted annually to IMO for collation and reporting. This enables the creation of a global picture of levels of compliance with international regulations.

However, an analysis by partner organizations in the CIG has revealed that less than 5% of the 167 national administrations covered by the agreement were regularly submitting the results of their inspections to IMO in publicly available form. "Whilst applauding the diligence of those governments making regular submissions, the Cargo Integrity Group is concerned at the overall low numbers of reports as this means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea", the organization said. The CIG said that it understood that other states might be conducting inspections of containerized goods entering and leaving their countries, but were not submitting the findings to IMO as agreed. "Where such reports are not submitted to IMO, there is no shared value", it said.

Common and consistent reporting of inspection findings were felt to be essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention, the CSC Convention, the IMDG Code, and the CTU Code.

The Cig pointed out that the dangers posed by poorly packed, mis-handled or mis-declared containerized shipments had been demonstrated again recently in a series of fires and explosions aboard container ships. "Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed", the Group said. The CIG partner organizations also expressed their alarm that the IMO was considering discontinuing the collation and publication of these reports in a form that was easily accessible to Industry. The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week.

18 September 2024

**CARGO
INTEGRITY
GROUP**

Cargo Integrity Group calls on Governments to report findings of Container Inspections and on IMO to continue publishing them

18 Sep 2024 | India Shipping News

Share This News Story:



LONDON : The **Cargo Integrity Group (CIG)** is calling on national administrations to carry out and report the findings of their **container inspection programmes**, and for the **International Maritime Organization (IMO)** to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea.

Under resolutions adopted more than 20 years ago member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way¹. The findings are to be submitted annually to IMO for collation and reporting so that a global picture of levels of compliance with international regulations and recommended practices can be obtained, and any appropriate safety improvements identified.

An analysis by partner organisations in the Cargo Integrity Group reveals that less than 5 per cent of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form. Whilst applauding the diligence of those governments making regular submissions, the Cargo Integrity Group is concerned at the overall low numbers of reports as this means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea.

The Cargo Integrity Group understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO there is no shared value.

CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention², the CSC Convention³, the IMDG Code⁴, and the CTU Code⁵.

The dangers posed by poorly packed, mis-handled or mis-declared containerized shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

CIG partner organisations are also alarmed to learn that the IMO is considering discontinuing the collation and publication of these reports in a form that is easily accessible to Industry. The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week.

The Cargo Integrity Group calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea and to follow-up on material deficiencies that may be discovered.

In addition, the Group calls on IMO to continue to publish the reported findings in a form that allows ready understanding of where efforts to improve awareness of, and compliance with, mandatory regulations need to be directed.

References:

1. Guidelines for the Implementation of the Inspection Programmes for Cargo Transport Units. IMO Circular MSC.1/Circ.1649, 20 May 2022.
2. The International Convention for the Safety of Life at Sea (The SOLAS Convention), 1974, entered into force on 25 May 1980.
3. The Convention for Safe Containers, 1972 (The CSC Convention).
4. The International Maritime Dangerous Goods Code (The IMDG Code), Amendment 41-22, effective from 1 January 2024.
5. The IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (The CTU Code) is published jointly by the sponsoring organisations and is a compendium of recommended practices to be followed by those packing or loading intermodal containers, road vehicles and railway wagons for international transport.

The Cargo Integrity Group has published a Quick Guide to the CTU Code and a Container Packing Checklist to support compliance with these requirements and recommendations. **CTU Code Quick Guide**

18 September 2024

Governments failing to publish container inspection data

Less than 5% of the 167 national administrations regularly submit inspection results to IMO publicly, despite IMO resolutions adopted over 20 years ago

- 18 Sep 2024
- NEWS
- [Lloyd's List](#)

The Cargo Integrity Group wants more administrations to submit container inspection results to the IMO to help make shipping safer, and for the UN body to keep publishing those results



Source: AB Forces News Collection / Alamy Stock Photo **SOME COUNTRIES MAY BE INSPECTING GOODS BUT NOT SUBMITTING THE FINDINGS AS AGREED, RESULTING IN 'NO SHARED VALUE'.**

A CARGO safety lobby group wants more governments to publish the findings of container inspections, warning too few are making important data public.

The Cargo Integrity Group also urged the [International Maritime Organization](#) to keep publishing the findings, saying the regulator may decide to stop doing so in talks taking place this week.

The CIG, a group of [cargo and shipping associations](#), warned that less than 5% of 167 national administrations covered by a global agreement regularly submit public results to the IMO.

“This means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea,” the group said.

Governments had agreed to routinely inspect containers and their cargoes in a consistent manner under IMO resolutions adopted more than 20 years ago, it added.

The CIG said findings should be submitted annually to get a global picture of compliance and find ways to improve safety.

Some countries may be inspecting goods but not submitting the findings as agreed, resulting in “no shared value”.

The CIG said it was alarmed to learn that the IMO may stop collating and publishing reports in a form that was easily accessible to industry.

“The dangers posed by poorly packed, mishandled or misdeclared containerised shipments has been demonstrated again recently in a series of fires and explosions aboard containerships,” the CIG said.

These were still being investigated. But the CIG was concerned that measures already in place to help find weaknesses were not being fully implemented and opportunities to improve compliance standards were being missed.

“The Cargo Integrity Group calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea and to follow up on material deficiencies that may be discovered,” it said.

The CIG separately published a [container packing checklist](#) to help cargo handlers comply with rules and recommendations.

17 September 2024

Cargo Integrity Group Wants IMO to Act on Container Inspection Data

September 17, 2024



CCC10 source IMO

The Cargo Integrity Group is calling on national administrations to carry out and report the findings of their container inspection programs, and for the IMO to continue collating and publishing the results in a publicly accessible form.

The group is alarmed that the IMO is considering discontinuing the practice. Its future is being decided in meetings taking place this week at the meeting of the Sub-Committee on Carriage of Cargoes and Containers (CCC 10).

Under resolutions adopted more than 20 years ago member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way. The findings are to be submitted annually to IMO for collation and reporting so that a global picture of levels of compliance with international regulations and recommended practices can be obtained, and any appropriate safety improvements identified.

An analysis by partner organisations in the Cargo Integrity Group reveals that less than 5% of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form.

The Cargo Integrity Group understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO there is no shared value, says the group.

The dangers posed by poorly packed, mis-handled or mis-declared containerized shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

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.

18 September 2024

Cargo Integrity Group calls on governments to report findings of container inspections, IMO to continue publishing them

- [September 18, 2024](#)
- [Maritime News, Shipping](#)
- [By Editor](#)

The Cargo Integrity Group (CIG) is calling on national administrations to carry out and report the findings of their container inspection programs, and for the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea.

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CIG understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO, there is no shared value.

CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programs aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention, the CSC Convention, the IMDG Code, and the CTU Code.

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CIG partner organizations are also alarmed to learn that the IMO is considering discontinuing the collation and publication of these reports in a form that is easily accessible to Industry. The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week.

CIG calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea and to follow-up on material deficiencies that may be discovered.

In addition, the Group calls on IMO to continue to publish the reported findings in a form that allows ready understanding of where efforts to improve awareness of, and compliance with, mandatory regulations need to be directed.

17 September 2024

Cargo Integrity Group Wants IMO to Act on Container Inspection Data

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The Cargo Integrity Group understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO there is no shared value, says the group.

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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.

19 September 2024



CIG: Report of Container Inspections and on IMO its responsibilities

[home](#), [logistics](#), [Marine News Room](#) / [Leave a Comment](#)

The Cargo Integrity Group (CIG) is calling on national administrations to carry out and report the findings of their container inspection programmes, and for the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, to support efforts to improve safety in the carriage of goods by sea.

Safety improvements

Under resolutions adopted more than 20 years ago member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way¹.

The findings are to be submitted annually to IMO for collation and reporting so that a global picture of levels of compliance with international regulations and recommended practices can be obtained, and any appropriate safety improvements identified.

The analysis

An analysis by partner organizations in the Cargo Integrity Group reveals that less than 5 percent of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form.

TT Club Innovation in Safety Award – Open for Entries

<https://maritimetickers.com/wp-admin/post.php?post=4906&action=edit>

Regular submissions

Whilst applauding the diligence of those governments making regular submissions, the Cargo Integrity Group is concerned at the overall low numbers of reports as this means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea.

The Cargo Integrity Group understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Where such reports are not submitted to IMO there is no shared value.



CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention², the **CSC Convention**³, the **IMDG Code**⁴, and the **CTU Code**⁵.

The dangers posed by poorly packed, mishandled, or mis-declared containerized shipments have been demonstrated again recently in a series of fires and explosions aboard container ships.

Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

19 September 2024

Cargo Integrity Group urges action on container inspection data

September 19, 2024

By Rakin Rahman



The Cargo Integrity Group (CIG) has called on national administrations to carry out and report the findings of their container inspection programmes.

The CIG has also called on the International Maritime Organization (IMO) to continue collating and publishing the results in a publicly accessible form, [to support efforts to improve safety in the carriage of goods by sea](#).

Under resolutions adopted more than 20 years ago, member governments of the IMO agreed to conduct routine inspections of freight containers and the cargoes packed in them in a consistent way.

The findings are to be submitted annually to IMO for collation and reporting so that a global picture of levels of compliance with international regulations and recommended practices can be obtained, and any appropriate safety improvements identified.

An analysis by partner organisations in the Cargo Integrity Group reveals that less than 5 per cent of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in a publicly available form.

Whilst applauding the diligence of those governments making regular submissions, the CIG is concerned at the overall low numbers of reports as this reportedly means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea.

The CIG understands that other states may be conducting inspections of containerised goods entering and leaving their countries but are not submitting the findings to IMO as agreed.

Where such reports are not submitted to IMO there is no shared value, reported the CIG.

CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers.

These include the SOLAS Convention, the CSC Convention, the IMDG Code, and the CTU Code. The dangers posed by poorly packed, mishandled or mis-declared containerised shipments have been demonstrated again recently in a series of fires and explosions aboard container ships, the CIG claimed.

Whilst the precise circumstances of these incidents remain under investigation, the CIG is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

CIG partner organisations are also alarmed to learn that the IMO is considering discontinuing the collation and publication of these reports in a form that is easily accessible to the industry.

[READ: Technical concerns arise over vessel inspections, reveals new study](#)

The future of this essential function by the global maritime regulatory agency is being decided in meetings taking place this week. The CIG calls on national administrations to fully implement their agreed actions on submitting [container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea](#) and to follow up on material deficiencies that may be discovered.

In addition, the Group calls on IMO to continue to publish the reported findings in a form that allows a ready understanding of where efforts to improve awareness of and compliance with, mandatory regulations need to be directed.

Earlier this May, [Port Skills and Safety Ltd \(PSS\) called on the UK Ports sector to improve the recording of data around near-misses and incidents.](#)

18 September 2024

CIIG calls for container inspection reporting transparency

by The Editorial Team

September 18, 2024 in Shipping



Credit: Shutterstock/Image used for illustrational purposes

The Cargo Integrity Group (CIIG) is calling on national administrations to carry out and report the findings of their container inspection programs.

Furthermore, they urge the International Maritime Organization (IMO) to continue collating and publishing these results in a publicly accessible format to support safety improvements in the carriage of goods by sea. Under resolutions adopted more than 20 years ago, IMO member governments agreed to conduct routine inspections of freight containers and their cargoes consistently. The findings are to be submitted annually to IMO for collation and reporting, providing a global view of compliance with international regulations and recommended practices, and identifying necessary safety improvements.

Lack of shared data undermines efforts to improve safety and sustainability

As informed, an analysis by CIG partner organizations reveals that less than 5% of the 167 national administrations covered by the agreement regularly submit inspection results to IMO in a publicly available form. While applauding the diligence of governments that do submit reports, CIG is concerned about the overall low submission rates. This insufficiency of data undermines efforts to improve the safety and sustainability of sea shipments.

CIG understands that other states may be conducting inspections of containerized goods entering and leaving their countries but are not submitting the findings to IMO as agreed. Without these submissions, there is no shared value.

Common and consistent reporting of inspection findings is essential for targeting communication and training programs aimed at improving awareness of the requirements and safe practices for container transport. These include the SOLAS Convention, the CSC Convention, the IMDG Code, and the CTU Code.

Recent incidents emphasize the importance of improved safety standards

The dangers of poorly packed, mishandled, or misdeclared containerized shipments have recently been highlighted by fires and explosions aboard container ships. Although the precise circumstances of these incidents are under investigation, CIG is concerned that existing measures to identify weaknesses are not being fully implemented, and opportunities to enhance compliance standards are being missed.

CIG is also alarmed by the possibility that IMO may discontinue collating and publishing these reports in an easily accessible format. The future of this essential function is being decided in meetings this week.

CIG calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to improve safety and compliance in sea transport.

Additionally, they urge IMO to continue publishing the findings in a format that clearly identifies where efforts to improve awareness and compliance with mandatory regulations should be focused.

To remind, the [Cargo Integrity Group has recently identified fifteen 'Cargoes of Concern'](#) that are commonly transported by sea and intermodally.

18 September 2024

CIG: Container ship fires could be reduced by better data



Less than 5% of 167 IMO member nations report results of freight container inspections, maritime transport coalition says.

By [Supply Chain Xchange Staff](#) Sep 19, 2024

A coalition of freight transport and cargo handling organizations is calling on countries to honor their existing resolutions to report the results of national container inspection programs, and for the International Maritime Organization (IMO) to publish those results.

thescxchange.com

CSCMP forms academic partnership with Polish university

[Read More](#)

Those two steps would help improve safety in the carriage of goods by sea, according to the Cargo Integrity Group (CIG), which is a partnership of industry associations seeking to raise awareness and greater uptake of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (2014) – often referred to as CTU Code.

—



Dock strike: Shippers seek ways to minimize the damage

The initiative is supported by the International Cargo Handling Coordination Association (ICHCA), Bureau International des Containers (BIC), Container Owners Association (COA), International Federation of Freight Forwarders Associations (FIATA), Global Shippers' Forum, TT Club, and World Shipping Council (WSC).

According to the Cargo Integrity Group, member governments of the IMO adopted resolutions more than 20 years ago agreeing to conduct routine inspections of freight containers and the cargoes packed in them. But less than 5% of 167 national administrations covered by the agreement are regularly submitting the results of their inspections to IMO in publicly available form.

The low numbers of reports means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining their efforts to improve the safety and sustainability of shipments by sea, CIG said.

Meanwhile, the dangers posed by poorly packed, mis-handled, or mis-declared containerized shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of those incidents remain under investigation, the Cargo Integrity Group says it is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.

18 September 2024

CIG urges immediate action on container inspection reporting

News 18 Sep 2024 by **WCN Editorial**

The Cargo Integrity Group is urging governments to fully report container inspection findings to the IMO.



The International Maritime Organisation (IMO) [established over two decades ago](#) that member governments should routinely inspect freight containers and their cargoes, with annual findings submitted for global reporting to gauge compliance and identify safety improvements. IMO advised member governments to focus their container inspections on a representative sample of cargo, particularly targeting shipments with a history of safety issues or those containing dangerous goods. The goal was to identify and address any undeclared or misdeclared hazardous materials, ensuring safety and compliance across international shipping.

However, an analysis by the Cargo Integrity Group shows that fewer than 5% of the 167 national administrations involved consistently submit these inspection results publicly.

Cargo Integrity Group is a partnership of industry associations seeking to raise awareness and greater uptake of the IMO/ILO/UNECE Code of Practice for Packing of

Other press coverage collated during the period

September 2024

11 September 2024

Antwerp ready to host ABTO Bulk Terminals 2024

News 11 Sep 2024 by BMI Editorial

The 8th ABTO annual conference will be held in Antwerp from October 23-24, focusing on industry trends, geopolitical issues, and environmental improvements.



© Port of Antwerp-Bruges

In just six weeks, the international bulk terminals community will gather in Antwerp for the 8th Annual ABTO (Association of Bulk Terminal Operators) Bulk Terminals conference. From 23-24 October, industry experts will provide analysis and advice on a range of thought-provoking topics covering everything from geopolitical events to environmental improvements.

This year Bulk Terminals 2024 is being held in Antwerp at the Radisson Blu Hotel, Antwerp City Centre.

The Annual ABTO Bulk Terminals Conferences are designed for all those involved in the transportation, storage and handling of bulk commodities. As well as terminals and ports, ABTO welcomes equipment and service suppliers, professional advisors and academics to the conference.

Programme in brief

Bulk Terminals Antwerp's full programme offers sound practical solutions to terminal operators for streamlining and increasing the profitability of operations, improving safety and ensuring environmental protection.

ABTO's traditional sector-by-sector analysis of bulk markets is presided over by session chairman Rahul Sharan, Deputy Director – Bulk Research, Drewry, with a keynote on 'Bulk markets vulnerability to wars and political disruptions' from Dr Wouter Jacobs, Executive and Academic Director Erasmus Commodity & Trade Centre, Erasmus University Rotterdam.

ABTO CEO Simon Gutteridge says: "We have addressed the effects of the war in Ukraine, China's weaponisation of trade and Houthi attacks on shipping in the Red Sea, both in Bulk Terminals International magazine and at our previous conferences. Dr Jacobs will be drawing these strands together in his not-to-be-missed session." Further highlights include an in-depth exploration of circular economies by the case studies panel, which will see specialists including Jessica Gerritsen, Port of Antwerp-Bruges Expert Circular Economy discuss the financial as well as environmental benefits of a circular approach. Garry O'Malley, Chairman of the ABTO Technical Committee and Operations Director at Teesworks, will moderate the panel.

A packed Environment session will see discussions from speakers including Karin Smit-Jacobs, Director EU Transport and Energy, Conference of Peripheral Maritime Regions (CPMR) on green port strategies, as well as an in-depth look at the impact of technology on sustainability. Delegates can share their environmental journey in what promises to be a lively interactive session.

As always, the cyber security, safety and risk session will put the very latest protective measures in the spotlight, with advice from experts including Richard Steele, Head of ICHCA International.

Furthermore, Professor Mike Bradley, Director of The Wolfson Centre for Bulk Solids Handling Technology, University of Greenwich, will again take up the role of Conference Chairman. The Wolfson Centre has just celebrated 50 years of excellence in bulk solids handling, providing cost-effective solutions to real-life industrial problems.

Bulk Terminals Antwerp will include our ever-popular terminal visit, this year to Euroports' Fertilisers and Minerals Terminal.

Support by the Port of Antwerp-Bruges

The event is supported by the Port of Antwerp-Bruges, the port authority that manages the ports of Antwerp and Bruges (Zeebrugge) since their merger in 2022.

The second biggest port in Europe with an overall throughput of 271 million tonnes per year, the Port of Antwerp-Bruges is a critical hub in worldwide trade and industry, receiving containers, breakbulk, passengers, rolling stock and liquid, as well as dry bulk.

With terminals equipped to receive Capesize or Panamax ships, the Port of Antwerp-Bruges handles a wide variety both major and minor of dry bulk products, such as energy bulk, minerals, grain, fertilisers and scrap – all with multimodal access.

More information is available [HERE](#)

Cargo Transport Units (2014) – often referred to as CTU Code. The associations include ICHCA, Bureau International des Containers (BIC), Container Owners Association (COA), International Federation of Freight Forwarders Associations (FIATA), Global Shippers' Forum, TT Club and World Shipping Council (WSC).

“Whilst applauding the diligence of those governments making regular submissions, the Cargo Integrity Group is concerned at the overall low numbers of reports as this means that insufficient data is available for IMO or industry to draw reliable conclusions, fundamentally undermining efforts to improve the safety and sustainability of shipments by sea,” CIG said, adding that while some states may inspect containerised goods, they often fail to submit their findings to the IMO, undermining the shared value of these inspections.

CIG partners believe that common and consistent reporting of inspection findings is essential to help target communication and training programmes aimed at improving awareness of the requirements and recommended safe practices for the transport of goods in containers. These include the SOLAS Convention, the CSC Convention, the IMDG Code, and the CTU Code.

“The dangers posed by poorly packed, mis-handled or mis-declared containerised shipments has been demonstrated again recently in a series of fires and explosions aboard container ships. Whilst the precise circumstances of these incidents remain under investigation, the Cargo Integrity Group is concerned that measures already in place to help identify possible weaknesses are not being fully implemented and that opportunities for improving compliance standards are being missed.”

CIG is concerned that the IMO might stop collating and publishing container inspection reports in an accessible format. Specifically, the IMO is set to decide on the matter later this week.

“The Cargo Integrity Group calls on national administrations to fully implement their agreed actions on submitting container inspection findings to IMO to help improve standards in the safe and compliant transport of goods by sea and to follow-up on material deficiencies that may be discovered,” CIG added.

The group called on the IMO to maintain the publication of these reports in a user-friendly format to identify areas needing regulatory improvements.