Portcare International

ICHCA

May 2025

Press Clippings

Collated by Portcare International

Press clippings relating to the following press release:

Crucial amendment to IMDG Code on Ammonium Nitrate sanctioned by the IMO

Distributed on 1 May 2025

All About Shipping (Online)

Portcare International

1 May 2025

Crucial amendment to IMDG Code on Ammonium Nitrate sanctioned by the IMO

May 1, 2025 94 views


Richard Steele CEO of ICHCA International

The global cargo handling association ICHCA International (ICHCA) welcomes the recent IMO decision to amend a key aspect of the IMDG Code governing ammonium nitrate shipments to significantly improve their safe transportation by sea and highlights its importance as part of the association's Dangerous Goods Awareness campaign.

London, 1st May 2025

The International Maritime Organization (IMO) has approved changes to its maritime safety regulations in the form of the International Maritime Dangerous Goods (IMDG) Code to improve the safety of ammonium nitrate transport by sea. ICHCA is drawing attention to the move, as well as other changes to the IMDG Code designed to improve safety when shipping handling and carrying dangerous goods via its awareness campaign throughout 2025.

This particular change affects Clause 7.6.2.8.4 and reinforces that carriage of UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer under deck is only permitted if hatches including tween deck hatches are capable of being opened up in an emergency so that effective firefighting through maximum ventilation and boundary cooling can be undertaken.

The amendment follows an ICHCA prepared White Paper* on the subject lodged with IMO in 2022, which recommended clarification of the relevant IMDG Clause. "Although not mandatory until 1st January 2026 it can be applied on a voluntary basis from January 2025. ICHCA is urging all those involved in the maritime transport of

ammonium nitrate to abide by the new regulation immediately," says CEO Richard Steele. "The work by our Technical Panel over several months made the case for amending the IMDG Code very clear, backed by thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated."
The risks posed by poor conditions of storage of ammonium nitrate, which is used extensively in the fertilisers and explosives industries, had been well documented but awareness of the dangers of fire during transportation by sea was less well recognised until the ICHCA White Paper showed the risks on vessels chartered to ship these compounds through ports around the world.

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, it will significantly accelerate burning of combustible material. "These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels," says the paper's lead author Brian Devaraj, who is a member of ICHCA's Technical Panel. "Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4 should be complied with at all times."

"This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate," explains Devaraj. "7.6.2.8.4 states that certain product with specified UN Numbers may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo."

The intention of the amendment is to avoid any misunderstanding on this point, clarifying that all vessel hatches – including tween decks and any other compartments- should be openable in case of an ammonium nitrate fire. "Of particular concern is where this product is carried in multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible. Several jurisdictions, that handle the product in significant quantities, have already taken heed of this risk. Countries including Australia, South Africa and Chile have specific regulatory requirements. This newly worded clause in the IMDG will eliminate any ambiguity on its application to all types of ships including bulk, multipurpose tween deckers, conventional reefer vessels etc." Devaraj concluded.

"The guidance of these authorities as well as the in-depth explanation of the significance of Clause 7.6.2.8.4 wording is contained within our White Paper and we at ICHCA are enthusiastically promoting the amendment and its immediate application by all involved in the ammonium nitrate trade," concludes Steele.

*The whitepaper, *'Ammonium Nitrate Fire Risk on Board Ships'* is available for free download Here

Daily Cargo News (Online)

Portcare International

5 May 2025

INDUSTRY WELCOMES IMDG CODE NITRATE AMENDMENT

Posted by Huw Murday | 5th May, 2025 | 0

Ammonium nitrate. Image: Firsthuman (CC BY-SA 3.0)

THE INTERNATIONAL Maritime Organization (IMO) has made amendments to the International Maritime Dangerous Goods (IMDG) code in order to improve the safe transportation of ammonium nitrate shipments.

The change reportedly affects Clause 7.6.2.8.4 and reinforces that carriage of UN 1942 Aammonium Nitrate and UN 2067 Ammonium Nitrate-based fertiliser under deck is only permitted if hatches including tween deck hatches are capable of being opened in an emergency, ensuring that effective firefighting through maximum ventilation and boundary cooling can be undertaken.

The International Cargo Handling Coordination Association (ICHCA) has welcomed the amendment, which it said follows an ICHCA-prepared paper on the subject, lodged with the IMO in 2022, which recommended clarification of the relevant IMDG Clause.

“Although not mandatory until 1st January 2026 it can be applied on a voluntary basis from January 2025,” said ICHCA CEO Richard Steele.

“ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately.

“The work by our Technical Panel over several months made the case for amending the IMDG Code very clear, backed by thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated.”

The ICHCA said the risks posed by poor conditions of storage of ammonium nitrate, which is used extensively in the fertiliser and explosives industries, had been well documented, but that awareness of the dangers of fire during transportation by sea was less well recognised until the ICHCA’s White Paper *Ammonium Nitrate Fire Risk on Board Ship* showed the risks to vessels.
Ammonium Nitrate is a white to grey odourless chemical that has a melting point of 169 degrees Celsius, and decomposes at 210 degrees Celcius. While it does not burn by itself, it will significantly accelerate burning of combustible material.

The paper’s lead author Brian Devaraj, who is a member of ICHCA’s Technical Panel, said “These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels”.

“Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4 should be complied with at all times,” he said.

“This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate.

“(IMO clause) 7.6.2.8.4 states that certain product with specified UN Numbers may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo.”

The ICHCA said the intention of the amendment is to avoid any misunderstanding on this point, clarifying that all vessel hatches, including tween decks and any other compartments, should be openable in case of an ammonium nitrate fire.

Mr Devaraj said that of particular concern is where this product is carried in multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible.

“Several jurisdictions, that handle the product in significant quantities, have already taken heed of this risk,” he said.

“Countries including Australia, South Africa and Chile have specific regulatory requirements.

“This newly worded clause in the IMDG will eliminate any ambiguity on its application to all types of ships including bulk, multipurpose tween deckers, conventional reefer vessels etc.” Mr Devaraj concluded.

Mr Steele commented further, “The guidance of these authorities as well as the in-depth explanation of the significance of Clause 7.6.2.8.4 wording is contained within our White Paper and we at ICHCA are enthusiastically promoting the amendment and its immediate application by all involved in the ammonium nitrate trade”.

Discussions around the safe handling of Ammonium Nitrate became world news after the **2020 explosion at the Beirut Port in Lebanon**, which killed 218 people and devastated the port and surrounding areas, was blamed on the dangerous storage of the product.

Maritime Fairtrade (Online)

Portcare International

5 May 2025

ICHCA welcomes IMO's sanctions on amendment to IMDG Code on ammonium nitrate

- May 22, 2025
- **Maritime News**, **Shipping**
- **By Editor**

The global cargo handling association ICHCA International welcomes the recent International Maritime Organization (IMO)'s decision to amend a key aspect of the International Maritime Dangerous Goods (IMDG) Code governing ammonium nitrate shipments to significantly improve their safe transportation by sea and highlights its importance as part of the association's Dangerous Goods Awareness campaign.

The IMO has approved changes to its maritime safety regulations in the form of the IMDG Code to improve the safety of ammonium nitrate transport by sea. ICHCA is drawing attention to the move, as well as other changes to the IMDG Code designed to improve safety when shipping, handling and carrying dangerous goods via its awareness campaign throughout 2025.

This particular change affects Clause 7.6.2.8.4 and reinforces that carriage of UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer under deck is only permitted if hatches including tween deck hatches are capable of being opened up in an emergency so that effective firefighting through maximum ventilation and boundary cooling can be undertaken.

The amendment follows an ICHCA-prepared white paper on the subject lodged with IMO in 2022, which recommended clarification of the relevant IMDG Clause.

"Although not mandatory until 1 January 2026, it can be applied on a voluntary basis from January 2025. ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately," says CEO Richard Steele.

"The work by our Technical Panel over several months made the case for amending the IMDG Code very clear, backed by thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated."

The risks posed by poor conditions of storage of ammonium nitrate, which is used extensively in the fertilizers and explosives industries, had been well documented but awareness of the

dangers of fire during transportation by sea was less well recognized until the ICHCA white paper showed the risks on vessels chartered to ship these compounds through ports around the world.

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, it will significantly accelerate burning of combustible material.

“These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels,” says the paper’s lead author Brian Devaraj, who is a member of ICHCA’s Technical Panel.

“Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4 should be complied with at all times.

“This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate.

“7.6.2.8.4 states that certain product with specified UN Numbers may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo.”

The intention of the amendment is to avoid any misunderstanding on this point, clarifying that all vessel hatches, including tween decks and any other compartments, should be openable in case of an ammonium nitrate fire.

Devaraj said: “Of particular concern is where this product is carried in multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible.

“Several jurisdictions, that handle the product in significant quantities, have already taken heed of this risk. Countries including Australia, South Africa and Chile have specific regulatory requirements. This newly worded clause in the IMDG will eliminate any ambiguity on its application to all types of ships including bulk, multipurpose tween deckers, conventional reefer vessels etc.”

Steele said: “The guidance of these authorities as well as the in-depth explanation of the significance of Clause 7.6.2.8.4 wording is contained within our White Paper and we at ICHCA are enthusiastically promoting the amendment and its immediate application by all involved in the ammonium nitrate trade.”

Maritime Tickers (Online)

Portcare International

1 May 2025

ICHCA welcomes Amendments IMO to IMDG Code

home, logistics, Marine News Room / Leave a Comment

The global cargo handling association ICHCA International (ICHCA) welcomes the recent IMO decision to amend a key aspect of the IMDG Code governing ammonium nitrate shipments to significantly improve their safe transportation by sea and highlights its importance as part of the association's Dangerous Goods Awareness campaign.

The International Maritime Organization (IMO) has approved changes to its maritime safety regulations in the form of the International Maritime Dangerous Goods (IMDG) Code to improve the safety of ammonium nitrate transport by sea.

ICHCA is drawing attention to the move

ICHCA is drawing attention to the move, as well as other changes to the IMDG Code designed to improve safety when shipping handling and carrying dangerous goods via its awareness campaign throughout 2025.

Particular change affects Clause 7.6.2.8.4

This particular change affects Clause 7.6.2.8.4 and reinforces that carriage of UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer under deck is only permitted if hatches including tween deck hatches are capable of being opened up in an emergency so that effective firefighting through maximum ventilation and boundary cooling can be undertaken.

The amendment follows an ICHCA prepared White Paper

The amendment follows an **ICHCA** prepared White Paper* on the subject lodged with IMO in 2022, which recommended clarification of the relevant **IMDG** Clause. “Although not mandatory until 1st January 2026 it can be applied on a voluntary basis from January 2025. ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately,” **says CEO Richard Steele**. “The work by our Technical Panel over several months made the case for amending the **IMDG Cod**e very clear, backed by thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated.”

The risks posed by poor conditions of storage of ammonium nitrate, which is used extensively in the fertilisers and explosives industries, had been well documented but awareness of the dangers of fire during transportation by sea was less well recognised until the ICHCA White Paper showed the risks on vessels chartered to ship these compounds through ports around the world.

Related : TT & ICHCA : Accolades for Safety Innovation Extended

Ammonium Nitrate (NH_4NO_3)

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, it will

significantly accelerate burning of combustible material. “These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels,” says the paper’s lead author Brian Devaraj, who is a member of **ICHCA**’s **Technical Panel.** “Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the **IMDG Code,** in particular clause 7.6.2.8.4 should be complied with at all times.”

Related : **TT Club announces non-executive Board Member appointments**

Poor conditions of storage of ammonium nitrate

“This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate,” explains **Devaraj**. “7.6.2.8.4 states that certain product with specified **UN Numbers** may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo.”

The intention of the amendment

The intention of the amendment is to avoid any misunderstanding on this point, clarifying that all vessel hatches – including tween decks and any other compartments- should be openable in case of an ammonium nitrate fire. “Of particular concern is where this product is carried in multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible. Several jurisdictions, that handle the product in significant quantities, have already taken heed of this risk. Countries including Australia, South Africa and Chile have specific regulatory requirements. This newly worded clause in the **IMDG** will eliminate any ambiguity on its application to all types of ships including bulk, multipurpose tween deckers, conventional reefer vessels etc.” Devaraj concluded.

Press -release

IMO Enhances Safety for Ammonium Nitrate Transport with Revised IMDG Code

By **Mfame Editor** - May 5, 2025 168

Share on Facebook Tweet on Twitter

The International Maritime Organization (IMO) has adopted revisions to its maritime safety regulations, specifically within the International Maritime Dangerous Goods (IMDG) Code. These changes are aimed at enhancing the safety protocols for the seaborne transport of ammonium nitrate. The International Cargo Handling Coordination Association (ICHCA) is actively highlighting this development, along with other amendments to the IMDG Code intended to bolster safety in the handling and carriage of dangerous goods. This focus is part of ICHCA's ongoing awareness campaign throughout 2025, reports ICHCA.

Under Deck Carriage

A recent amendment to the International Maritime Dangerous Goods (IMDG) Code specifically impacts Clause 7.6.2.8.4 concerning the carriage of UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer under deck.

The revised clause now explicitly states that under-deck carriage of these substances is only allowed if the hatches, including any tween deck hatches, can be opened readily in an emergency. This is to ensure that effective firefighting measures, including maximum ventilation and boundary cooling, can be implemented.

This amendment follows a White Paper prepared by the International Cargo Handling Coordination Association (ICHCA) on the subject, which was submitted to the International Maritime Organization (IMO) in 2022. The White Paper recommended clarifying the relevant IMDG Clause to address potential risks.

Richard Steele, CEO of ICHCA, strongly urged immediate voluntary adoption of this new regulation, stating, "Although not mandatory until 1st January 2026 it can be applied voluntarily from January 2025. ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately. The work by our Technical Panel over several months made the case for amending the IMDG Code very clear, backed by a thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated."

While the risks associated with poor storage conditions of ammonium nitrate, widely used in fertilizers and explosives, were well-known, the dangers of fire during sea transportation were less recognized. The ICHCA White Paper played a crucial role in highlighting these risks on vessels chartered to ship these compounds through ports globally.

Careful Consideration

Ammonium Nitrate (NH_4NO_3) is described as a white to grey, odorless chemical with a melting point of 169 degrees Celsius and a decomposition temperature of 210 degrees Celsius. Importantly, while it is not flammable on its own, it acts as a strong oxidizer and will significantly accelerate the burning of any combustible materials present.

Brian Devaraj, the lead author of the ICHCA White Paper and a member of their Technical Panel, emphasizes the critical nature of these properties for stowage on vessels, stating, "These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels. Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4 should be complied with at all times."

Devaraj further clarifies the importance of the seemingly straightforward clause 7.6.2.8.4: "*This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate. 7.6.2.8.4 states that certain product with specified UN Numbers may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo.*"

The primary goal of the recent amendment to this clause is to eliminate any potential misunderstandings by explicitly stating that all vessel hatches, including tween decks and any other compartments, must be openable in the event of an ammonium nitrate fire. Devaraj highlights a particular concern regarding "*multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible.*"

He also notes that several jurisdictions that handle significant quantities of ammonium nitrate have already recognized this risk and implemented specific regulatory requirements, including countries like Australia, South Africa, and Chile. Devaraj concludes that "*This newly worded clause in the IMDG will eliminate any ambiguity on its application to all types of ships including bulk, multipurpose tween deckers, conventional reefer vessels etc.*"

Motorship (Online)

2 May 2025

https://www.motorship.com/regulation/imo-tightens-ammonium-nitrate-rules/1501792.article

IMO tightens ammonium nitrate rules

02/05/2025

The International Maritime Organisation has approved amendments to the International Maritime Dangerous Goods Code, making safter the transport by sea of ammonium nitrate

The revision, specifically to Clause 7.6.2.8.4, clarifies that UN 1942 ammonium nitrate and UN 2067 ammonium nitrate-based fertiliser may only be carried under deck if all hatches, including tween deck hatches, can be opened in an emergency to allow effective firefighting, ventilation and boundary cooling.

The change will come into effect on 1 January 2026 and stems from a 2022 International Cargo Handling Coordination Association (ICHCA) white paper which highlighted the under-recognised risks of fire during sea transport.

PortNews (Online)

Portcare International

6 May 2025

IMO amends IMDG Code to clarify maritime transport rules for ammonium nitrate

The International Maritime Organization (IMO) has approved a revision to Clause 7.6.2.8.4 of the International Maritime Dangerous Goods (IMDG) Code to improve safety in transporting ammonium nitrate by sea, according to ICHCA's release.

The global cargo handling body ICHCA International highlighted the amendment as part of its 2025 Dangerous Goods Awareness campaign.

The amendment specifies that UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer may only be stowed under deck if all hatches, including tween deck hatches, are capable of being opened in case of emergency. This allows for effective ventilation and firefighting.

The amendment stems from an ICHCA White Paper submitted to IMO in 2022, which advocated clearer guidance on the clause.

While the amendment will be mandatory from 1 January 2026, it is available for voluntary implementation from January 2025.

Countries including Australia, South Africa, and Chile already have national regulations addressing such risks. The amendment aims to eliminate ambiguity across vessel types, including bulk carriers, multipurpose tween deckers, and conventional reefer vessels.

Founded in 1952, ICHCA International is a non-profit organization focused on enhancing safety, productivity, and efficiency in global cargo handling. With NGO status, it represents industry interests at international regulatory forums. ICHCA operates through global chapters and technical panels to disseminate best practices and provide safety guidance in cargo transport.

The International Maritime Organization is a specialized agency of the United Nations, established in 1948. It is responsible for regulating shipping, including safety, environmental concerns, legal matters, and maritime security. Its key conventions include SOLAS and the IMDG Code, which governs the carriage of dangerous goods by sea.

Safety4Sea (Online)

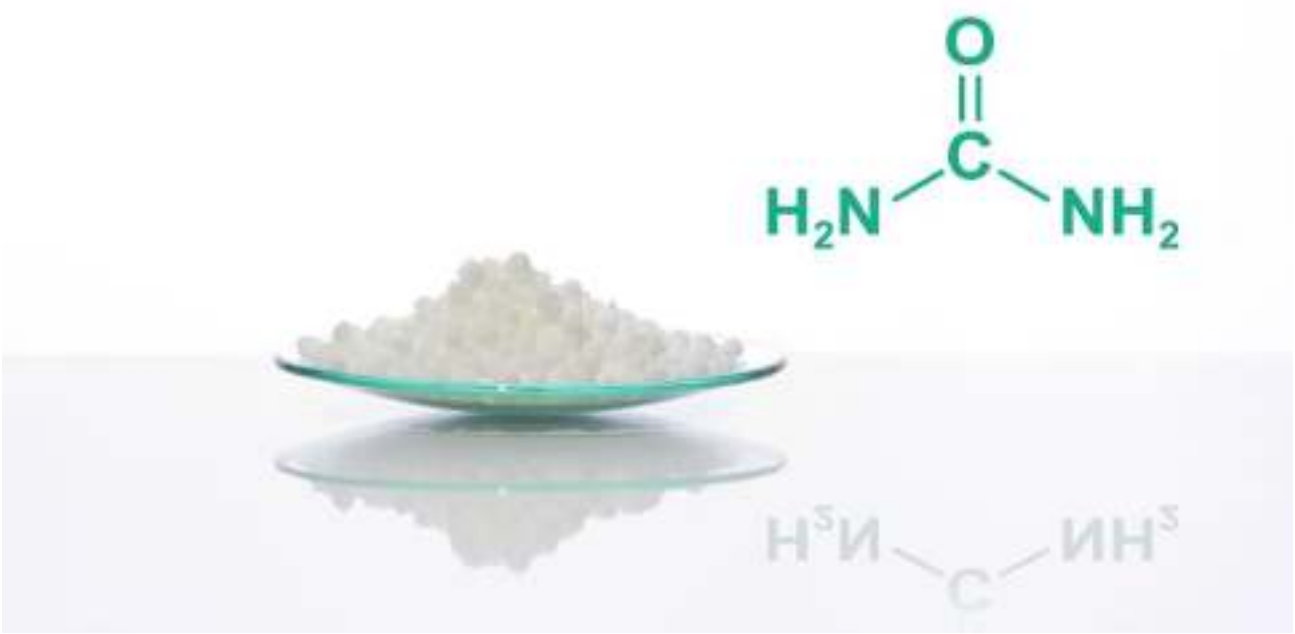
Portcare International

6 May 2025

IMDG code update strengthens ammonium nitrate safety

by The Editorial Team

May 6, 2025 in Regulation



Credit: Shutterstock

In early May, ICHCA International welcomed a key amendment to the International Maritime Dangerous Goods (IMDG) Code by the International Maritime Organization (IMO), which strengthens safety requirements for shipping ammonium nitrate.

Key provisions of the amendment

The revised clause 7.6.2.8.4 clarifies that under-deck carriage of ammonium nitrate and related fertilizers is permissible only if all hatches, including tween deck hatches, can be readily opened in an emergency. This ensures effective firefighting measures, such as maximum ventilation and boundary cooling, can be implemented promptly.

Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4, should be complied with at all times

… explained Brian Devaraj, a member of ICHCA's Technical Panel

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, it will significantly accelerate burning of combustible material.

The revision aims to eliminate ambiguities regarding stowage requirements, particularly in multi-layered compartments of conventional reefer vessels, where compliance with emergency access provisions has been challenging.

Implications for stakeholders

- **Voluntary early adoption:** While the amendment becomes mandatory in 2026, the IMO encourages voluntary compliance from January 2025.
- **Operational adjustments:** Shipping companies may need to assess and modify vessel designs to ensure hatch accessibility aligns with the new requirements. This could involve retrofitting existing ships or adjusting cargo stowage practices.
- **Regulatory alignment:** Countries with significant ammonium nitrate handling, such as Australia, South Africa, and Chile, have already implemented specific regulations addressing these risks. The IMO's amendment seeks to standardize safety measures across international maritime operations.

Although not mandatory until 1st January 2026 it can be applied on a voluntary basis from January 2025. ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately

… said ICHCA CEO, Richard Steele.

As explained, the amendment follows an ICHCA prepared white paper on the subject lodged with IMO in 2022, which recommended clarification of the relevant IMDG Clause.

SeaNews (Online)

Portcare International

2 May 2025

IMO tightens maritime safety rules on ammonium nitrate shipments

By **Corina Stoicescu**
-
May 2, 2025

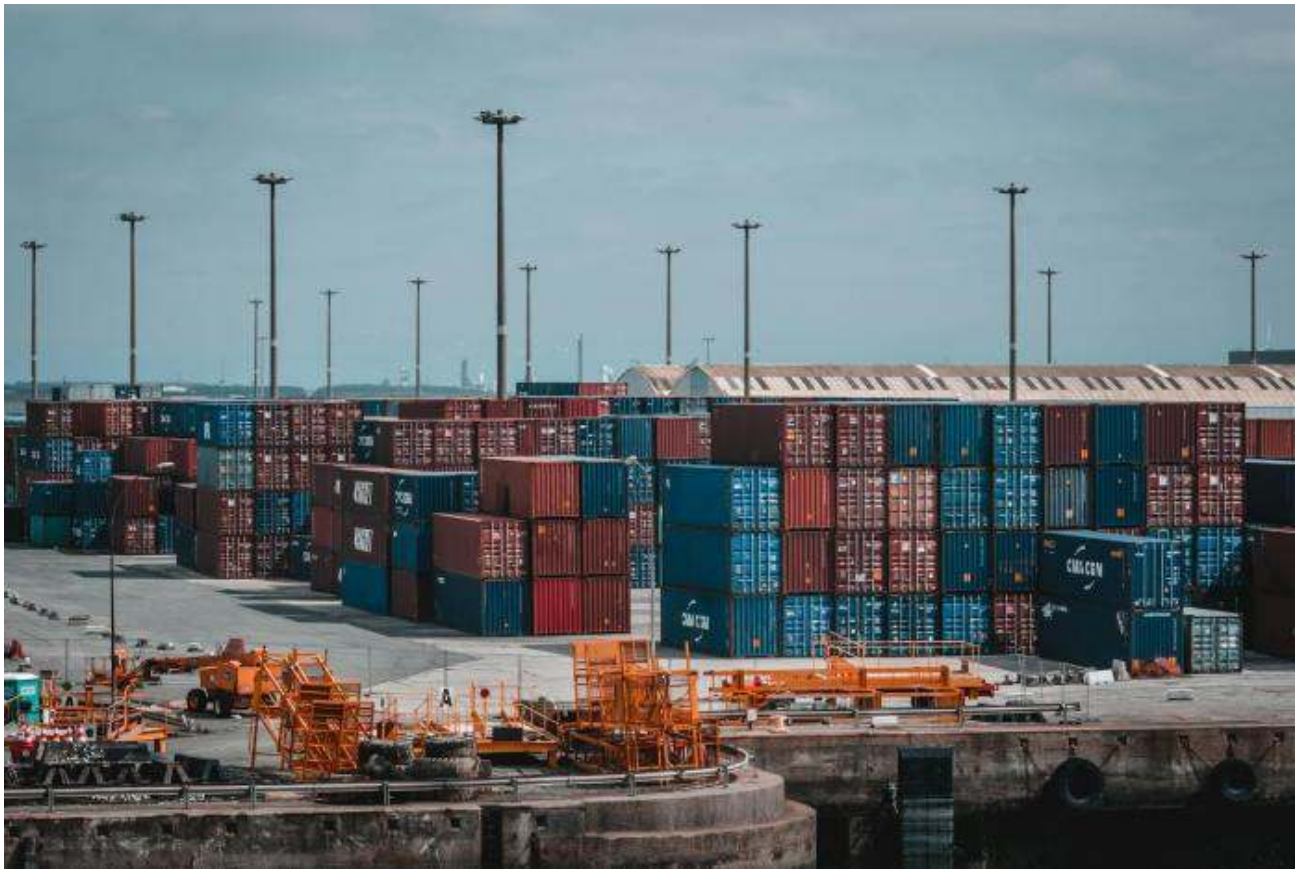


Photo credit: Pexels

The International Cargo Handling Coordination Association (ICHCA International) has welcomed the International Maritime Organization's (IMO) decision to amend key safety regulations concerning the sea transport of ammonium nitrate, a substance linked to several catastrophic port explosions in recent years.

The IMO has approved revisions to the International Maritime Dangerous Goods (IMDG) Code, specifically Clause 7.6.2.8.4, which governs the carriage of UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate-Based Fertiliser. The updated clause now stipulates that transport of these materials under deck is only permitted if hatches—including tween deck hatches—can be opened in an

emergency. This requirement aims to ensure maximum ventilation and enable effective boundary cooling and firefighting operations in the event of a fire.

Amendment follows ICHCA's 2022 White Paper, calling for IMDG clarification

The amendment follows a White Paper prepared by ICHCA on the subject, lodged with IMO in 2022, which recommended clarification of the relevant IMDG Clause.

"Although not mandatory until 1st January 2026, it can be applied on a voluntary basis from January 2025. ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately," says CEO Richard Steele. He added, "The work by our Technical Panel over several months made the case for amending the IMDG Code very clear, backed by a thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated."

Ammonium nitrate fires can escalate very rapidly

The risks posed by poor conditions of storage of ammonium nitrate, which is used extensively in the fertilisers and explosives industries, had been well documented, but awareness of the dangers of fire during transportation by sea was less well recognised until the ICHCA White Paper showed the risks on vessels chartered to ship these compounds through ports around the world.

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical, has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, it will significantly accelerate the burning of combustible material. "These properties, in particular, demand careful consideration of how and where ammonium nitrate is stowed on board vessels," says the paper's lead author, Brian Devaraj, who is a member of ICHCA's Technical Panel. "Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4 should be complied with at all times."

"This seemingly unremarkable clause is, in fact, crucial to the safe shipping of ammonium nitrate," explains Devaraj. "7.6.2.8.4 states that certain product with specified UN Numbers may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This, of course, precludes a hold containing ammonium nitrate to be over-stowed with another cargo."

Safety concerns in multi-layered reefer vessel transport

The intention of the amendment is to avoid any misunderstanding on this point, clarifying that all vessel hatches – including tween decks and any other compartments- should be openable in case of an ammonium nitrate fire. “Of particular concern is where this product is carried in multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible. Several jurisdictions, that handle the product in significant quantities, have already taken heed of this risk. Countries including Australia, South Africa and Chile have specific regulatory requirements. This newly worded clause in the IMDG will eliminate any ambiguity on its application to all types of ships, including bulk, multipurpose tween deckers, conventional reefer vessels, etc.” Devaraj concluded.

Ship Management International
(Online)

Portcare International

2 May 2025

Crucial amendment to IMDG Code on Ammonium Nitrate sanctioned by the IMO

2 MAY

Global cargo handling association ICHCA International (ICHCA) welcomes the recent IMO decision to amend a key aspect of the International Maritime Dangerous Goods (IMDG) Code governing ammonium nitrate shipments to significantly improve their safe transportation by sea.

ICHCA INTERNATIONAL

As part of the association's year-long Dangerous Goods Awareness campaign, ICHCA is drawing attention to the move, as well as the changes to the IMDG Code designed to improve safety when shipping handling and carrying dangerous goods.

This particular change affects Clause 7.6.2.8.4 and reinforces that carriage of UN 1942 Ammonium Nitrate and UN 2067 Ammonium Nitrate Based Fertilizer under deck is only permitted if hatches including tween deck hatches are capable of being opened up in an emergency so that effective firefighting through maximum ventilation and boundary cooling can be undertaken.

The amendment follows an ICHCA prepared White Paper on the subject lodged with IMO in 2022, which recommended clarification of the relevant IMDG Clause. "Although not mandatory until 1st January 2026 it can be applied on a voluntary basis from January 2025. ICHCA is urging all those involved in the maritime transport of ammonium nitrate to abide by the new regulation immediately," says CEO Richard Steele. "The work by our Technical

Panel over several months made the case for amending the IMDG Code very clear, backed by thorough understanding of the properties of these compounds and by detailed guidance on how such risks could be mitigated."

The risks posed by poor conditions of storage of ammonium nitrate, which is used extensively in the fertilisers and explosives industries, had been well documented but awareness of the dangers of fire during transportation by sea was less well recognised until the ICHCA White Paper showed the risks on vessels chartered to ship these compounds through ports around the world.

Ammonium Nitrate (NH_4NO_3), a white to grey odourless chemical has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, it will significantly accelerate burning of combustible material. "These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels," says the paper's lead author Brian Devaraj, who is a member of ICHCA's Technical Panel. "Ammonium nitrate fires can escalate out of control very rapidly. To help prevent consequential loss of life and damage, the new provisions laid out in the IMDG Code, in particular clause 7.6.2.8.4 should be complied with at all times."

"This seemingly unremarkable clause is in fact crucial to safe shipping of ammonium nitrate," explains Devaraj. "7.6.2.8.4 states that certain product with specified UN Numbers may be stowed under deck in a clean cargo space capable of being opened in an emergency, including need to open hatches in case of fire to provide maximum ventilation and to apply water. This of course precludes a hold containing ammonium nitrate to be over-stowed with another cargo."

The intention of the amendment is to avoid any misunderstanding on this point, clarifying that all vessel hatches - including tween decks and any other compartments- should be openable in case of an ammonium nitrate fire. "Of particular concern is where this product is carried in multi-layered compartments of conventional reefer vessels, wherein compliance to this clause is next to impossible. Several jurisdictions, that handle the product in significant quantities, have already taken heed of this risk. Countries including Australia, South Africa and Chile have specific regulatory requirements. This newly worded clause in the IMDG will eliminate any ambiguity on its application to all types of ships including bulk, multipurpose tween deckers, conventional reefer vessels etc." Devaraj concluded.

"The guidance of these authorities as well as the in-depth explanation of the significance of Clause 7.6.2.8.4 wording is contained within our White Paper and we at ICHCA are enthusiastically promoting the amendment and its immediate application by all involved in the ammonium nitrate trade," concludes Steele.

Press clippings relating to the following press release:

Japan's Carbon Neutral Ports (CNP) Initiative Presented at ICHCA AGM

Distributed on 19 May 2025

All About Shipping (Online)

Portcare International

19 May 2025

Japan's Carbon Neutral Ports (CNP) initiative presented at ICHCA AGM

May 19, 2025 70 views

Yusuke Suemune of Japan's Ports and Harbours Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT) today outlined in detail his Government's plans to achieve carbon net zero by 2050 at all Japanese ports via its Carbon Neutral Ports (CNP) initiative backed by a CNP certification process.

Barcelona, 19st May 2025
The presentation given today in Barcelona as part of the ICHCA AGM contained the announcement of MLIT's launch in June of its Carbon Neutral Ports (CNP) Certification for container terminals. The Certification process will evaluate each terminal's decarbonization efforts. Critically this assessment will be on a 'per-terminal' rather than a 'per-port' basis. The Certification will be multi-faceted. Each element geared toward achieving carbon neutrality by 2050.

As Suemune outlined, the process of decarbonization will involve evaluation of a wide variety of stratagems including low-emission handling equipment and LED lighting on the terminal operation side and efforts concerning carriers, such as zero emission vessel fuels and truck appointment systems.

"The evaluation will be performed at multiple certification levels from Level 1 to Level 5," explained Suemune. "Should the detailed and stringent requirements of each level be achieved then Certification will be granted for three years, after which the terminal will need to reapply. Thus ensuring that decarbonization efforts are maintained. We believe port decarbonization cannot be achieved in a single step, nor in the short-term; rather a long-term perspective must be pursued."

In welcoming the MLIT initiative, Richard Steele, CEO of ICHCA commented, "We are both honoured and delighted that MLIT through their representative Yusuke Suemune has chosen the ICHCA forum to announce the CNP Certification

initiative. Environmental care is at the forefront of ICHCA's mission and the efforts of such influential members such as the Japanese Government's MLIT is a great example of how the cargo industry can deliver on that commitment."

In addition, the results of the evaluation process will be visible to all port users, as they too are encouraged to contribute to the carbon zero target by 2050. By initiating the CNP Certification, Ports and Harbours Bureau of MLIT is determined to objectively assess the status of decarbonization plans across all ports in the country on the basis of common and well defined criteria.

Yusuke Suemune's presentation can be viewed in full HERE

ICHCA INTERNATIONAL

Japan's Carbon Neutral Ports (CNP) initiative presented at ICHCA AGM

May 20, 2025 India Shipping News

Share This News Story:

BARCELONA : The presentation given Monday in **Barcelona** as part of the **ICHCA AGM** contained the announcement of **MLIT's launch in June** of its **Carbon Neutral Ports (CNP) Certification** for container terminals. The Certification process will evaluate each terminal's decarbonization efforts. Critically this assessment will be on a 'per-terminal' rather than a 'per-port' basis. The Certification will be multi-faceted. Each element geared toward achieving carbon neutrality by 2050.

As Suemune outlined, the process of decarbonization will involve evaluation of a wide variety of stratagems including low-emission handling equipment and LED lighting on the terminal operation side and efforts concerning carriers, such as zero emission vessel fuels and truck appointment systems.

"The evaluation will be performed at multiple certification levels from Level 1 to Level 5," explained Suemune. *"Should the detailed and stringent requirements of each level be achieved then Certification will be granted for three years, after which the terminal will need to reapply. Thus ensuring that decarbonization efforts are maintained. We believe port decarbonization cannot be achieved in a single step, nor in the short-term; rather a long-term perspective must be pursued."*

In welcoming the MLIT initiative, **Richard Steele, CEO of ICHCA** commented, *"We are both honoured and delighted that MLIT through their representative Yusuke Suemune has chosen the ICHCA forum to announce the CNP Certification initiative. Environmental care is at the forefront of ICHCA's mission and the efforts of such influential members such as the Japanese*

In welcoming the MLIT initiative, **Richard Steele, CEO of ICHCA** commented, *"We are both honoured and delighted that MLIT through their representative Yusuke Suemune has chosen the ICHCA forum to announce the CNP Certification initiative. Environmental care is at the forefront of ICHCA's mission and the efforts of such influential members such as the Japanese Government's MLIT is a great example of how the cargo industry can deliver on that commitment."*

In addition, the results of the evaluation process will be visible to all port users, as they too are encouraged to contribute to the carbon zero target by 2050. By initiating the CNP Certification, Ports and Harbours Bureau of MLIT is determined to objectively assess the status of decarbonization plans across all ports in the country on the basis of common and well defined criteria.

Yusuke Suemune's presentation can be viewed in full HERE

Jura.it (Online)

20 May 2025

Japan's Carbon Neutral Ports (CNP) Initiative Presented at ICHCA AGM

2025 05 20

Details
Created: 20 May 2025

Yusuke Suemune of Japan's Ports and Harbours Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT) today outlined in detail his Government's plans to achieve carbon net zero by 2050 at all Japanese ports via its Carbon Neutral Ports (CNP) initiative backed by a CNP certification process.

The presentation given today in Barcelona as part of the ICHCA AGM contained the announcement of MLIT's launch in June of its Carbon Neutral Ports (CNP) Certification for container terminals. The Certification process will evaluate each terminal's decarbonization efforts. Critically this assessment will be on a 'per-terminal' rather than a 'per-port' basis. The Certification will be multi-faceted. Each element geared toward achieving carbon neutrality by 2050.

As Suemune outlined, the process of decarbonization will involve evaluation of a wide variety of stratagems including low-emission handling equipment and LED lighting on the terminal operation side and efforts concerning carriers, such as zero emission vessel fuels and truck appointment systems.

"The evaluation will be performed at multiple certification levels from Level 1 to Level 5," explained Suemune. "Should the detailed and stringent requirements of each level be achieved then Certification will be granted for three years, after which the terminal will need to reapply. Thus ensuring that decarbonization efforts are maintained. We believe port decarbonization cannot be achieved in a single step, nor in the short-term; rather a long-term perspective must be pursued."

In welcoming the MLIT initiative, Richard Steele, CEO of ICHCA commented, "We are both honoured and delighted that MLIT through their representative Yusuke Suemune has chosen the ICHCA forum to announce the CNP Certification initiative. Environmental care is at the forefront of ICHCA's mission and the efforts of such influential members such as the Japanese Government's MLIT is a great example of how the cargo industry can deliver on that commitment."

In addition, the results of the evaluation process will be visible to all port users, as they too are encouraged to contribute to the carbon zero target by 2050. By initiating the CNP Certification, Ports and Harbours Bureau of MLIT is determined to objectively assess the status of decarbonization plans across all ports in the country on the basis of common and well defined criteria.

Yusuke Suemune's presentation can be viewed in full **HERE**
Source, **ICHCA International**

Port Strategy (Online)

Portcare International

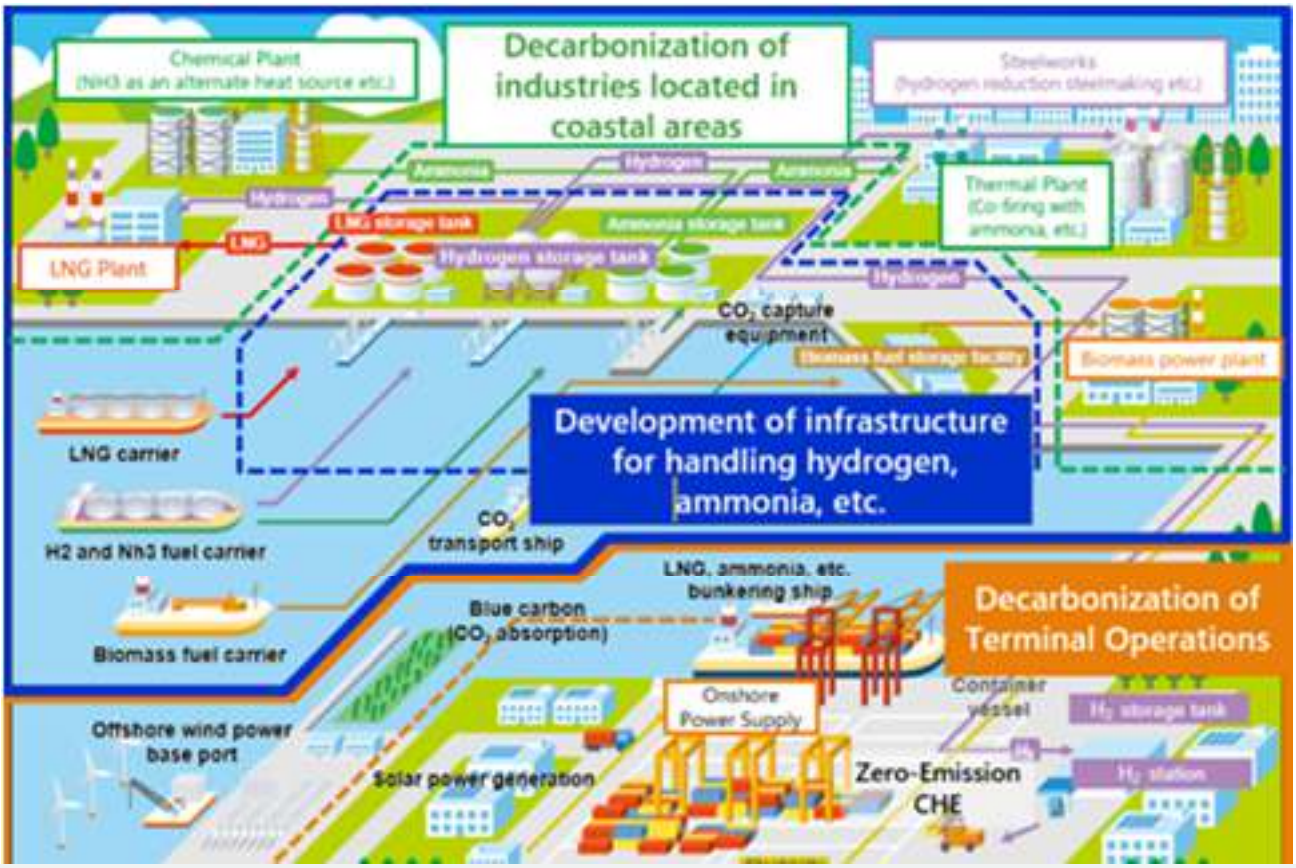
19 May 2025

Japan's carbon neutral ports drive

21/05/2025

Japan has unveiled a major step toward port decarbonisation with the launch of its Carbon Neutral Ports (CNP) Certification for Japanese ports.

Show Fullscreen



Source: ICHCA

Japan has unveiled a major step toward port decarbonisation with the launch of its Carbon Neutral Ports (CNP) Certification for Japanese ports

Speaking at the ICHCA AGM in Barcelona on 19 May, Yusuke Suemune of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) outlined Japan's strategy to achieve carbon neutrality across all ports by 2050.

Central to the initiative is the new Carbon Neutral Ports certification, which will assess and recognise efforts to cut emissions at the port equipment and terminal levels.

“The evaluation will be performed at multiple certification levels from Level 1 to Level 5,” Suemune explained. “Should the detailed and stringent requirements of each level be achieved, then certification will be granted for three years…

”We believe port decarbonisation cannot be achieved in a single step, nor in the short-term; rather a long-term perspective must be pursued.”

Carbon-cutting

The CNP Certification will apply on a per-terminal basis rather than port-wide and will evaluate a range of carbon-cutting actions including low-emission port equipment, LED lighting, clean vessel fuels and truck appointment systems.

ICHCA International CEO Richard Steele welcomed the announcement, praising MLIT’s leadership in setting an example for the global cargo industry.

Evaluation results will be publicly available, promoting transparency and encouraging all port users to support the shift toward carbon neutral certification.

The CNP initiative marks a significant commitment by the Japanese government to climate goals through clear, measurable steps.

Port of Kobe, Japan, will play host to this year’s International Association of Ports & Harbors (IAPH) conference from 7 to 9 October 2025.

Portcare International

Other press coverage collated during the period

May 2025

Forklift Action (Online)

Portcare International

15 May 2025

Warning issued about falling twistlocks

LOCAL NEWS
- 15 May 2025 (#1230) - London, United Kingdom
1 min read

We publish independent and breaking news stories, industry features and blog articles about the materials handling industry worldwide.

ICHCA issues twistlocks safety alert

The International Cargo Handling Co-ordination Association (ICHCA) has issued a safety alert about falling twist locks during operations, reminding those working them that they have the potential to kill or severely injure people.

"Under typical design conditions, container twistlocks will remain in their corner pockets for the transfer of the container to the quay or stow," ICHCA states. "However, twistlocks that have become damaged, worn or have not been correctly maintained may fall from corner pockets during lifting operations.

"Furthermore, correctly functioning twistlocks may still fall out if the corner pockets on the container itself have become sufficiently damaged or deformed.

"The prime rule that people should never be under a suspended/moving load may not, on its own, provide sufficient protection as falling twistlocks may ricochet off a surface during the fall and travel a considerable horizontal distance."

ICHCA refers to a 2023 incident in which a team leader at a terminal was struck by a falling twistlock. The twistlock had become dislodged because the twistlock locator pin failed while loading into a blind cell on deck.

Luckily the man was wearing head protection which likely saved his life.