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ICHCA

June - July 2025

Press Clippings

Collated by Portcare International

*Press clippings relating to the following press release by the  
Cargo Integrity Group:*

**Hidden dangers of fire initiating cargoes explained**

Distributed on 16 June 2025

17 June 2025

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## CIG CALLS FOR FURTHER CARGO FIRES RESEARCH

Posted by [Dale Crisp](#) | 17th June, 2025 | [0](#)



*Image: Netherlands Coastguard*

THE CARGO Integrity Group, comprising seven industry peak bodies, has initiated a new focus on circumstances that create or magnify the risk of fires in certain freight, identifying lithium-ion batteries and devices as of particular concern.

CIG says many of the cargoes in this category, labelled ‘reactive hazards’ already fall within the scope of Dangerous Goods regulations.

“These regulations start from the premise that the transport of Dangerous Goods is prohibited – except in accordance with the details of the regulations,” the group says.

“However, incidents still occur too frequently; as the judge in one casualty litigation explained, disasters are only infrequent due to a “lack of a similar perfect storm of events, and simple good fortune”. All that is required is an alignment of mistakes, oversights, or failed controls.”

The Group is at pains to explain the dangers associated with these cargoes and emphasize strongly that only reliance on robust diligence or precise emergency response prevents many minor incidents becoming major casualties.

Furthermore, the Group is generating greater awareness overall and urges attention to the need for stringent compliance with mandatory regulations, such as the IMDG Code, and adoption of industry good practices, such as found in the CTU Code.

Such cargoes with reactive hazards include:

- Calcium Hypochlorite, a powerful oxidiser, prone to rapid decomposition. In low concentrations, the chlorine content is used as a water cleanser and disinfectant, such as household bleach and swimming pool maintenance. Decomposition – taking place constantly at a very slow rate – is accelerated by higher temperatures and by contamination. The latter can be unpredictable since it necessitates rigorous controls over the raw materials used and the entire manufacturing process.
- Charcoal concerns include among others charcoal that is intended for burning on barbecues, shisha pipes etc – sometimes having been treated with accelerants to assist ignition. There has been lengthy debate at IMO to fashion a revised safety framework for transport by sea, that will become mandatory from January 2026. This will remove an unreliable test regime and require that charcoal is always declared as DG.
- Cotton and Wool, Fishmeal and Krill and Seed cake are perhaps less in the public eye, but also prone to self-heating and fire, where integrity and care are required both to ensure compliance and maintain safety during transport.
- Lithium-ion battery hazards are becoming known, but many are emergent, not least as science advances global energy transition. Many incidents to date have involved new batteries; the hazards will only multiply with age and deteriorating condition. While this will challenge the recycling industry, the reality is that all these products, whether new, used, in use, damaged or end of life, will impact the transport and storage industries for decades to come.

“The Group calls for continued and thorough research into all the hazards presented by lithium-ion batteries and dependent devices. Apart from fire, incidents have revealed risks from toxic gases and vapour cloud explosions that can be critical in transport and storage,” CIG said.

The CIG brings together the Bureau International des Containers, the Container Owners Association, FIATA, the Global Shippers Forum, ICHCA, TT Club and the World Shipping Council, which are co-operating on a range of activities to further the adoption and implementation of crucial safety practices and regulations.

17 June 2025

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<https://www.flows.be/scheepvaart/2025/06/reactieve-ladingen-verborgen-gevaren-op-zee/?gdpr=accept>

## Reactieve ladingen: verborgen gevaren op zee

Nieuws, Scheepvaart

Flowsredactie 17 jun 2025 om 11:27



Roroschip 'Morning Midas' dobbert zonder bemanning in Alaska. © U.S. Coast Guard District 17

***De brand op de 'Morning Midas' begin juni was het zoveelste incident in een opvallende reeks branden op roroschepen. De terugkerende problematiek roept vragen op over de veiligheid, brandpreventie en bluscapaciteit aan boord. Cargo Integrity Group wijst op het gevaar van reactieve ladingen.***

17 June 2025

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## Cargo Integrity Group highlights cargoes that can compromise supply chain safety

in International Shipping News 17/06/2025



In addition to promoting sound packing and shipping practices, the Cargo Integrity Group aims to increase awareness about the types of goods, often less obvious, that can compromise safety in the container supply chain under certain conditions.

The Group has identified fifteen such 'Cargoes of Concern' that are commonly transported by sea and intermodally. While these are usually transported safely when regulations and guidelines are followed, the Group has created this list to highlight cargoes that can become hazardous if handled incorrectly. They emphasize that cargoes that are mis-declared or have incomplete or incorrect information about their identity are more likely to be involved in incidents.

This list is not exhaustive, but each item illustrates a common type of hazard, divided into three categories:

**Reactive Hazards** – These cargoes can catch fire and cause significant damage and casualties under certain conditions. They are generally subject to Dangerous Goods regulations.

Examples are:

- Charcoal / carbon
- Calcium Hypochlorite
- Lithium-ion batteries
- Cotton and wool
- Fishmeal and krill
- Seed cake

**Spill or Leak Risks** – These commodities can present a risk if not packed properly or if they are damaged. Spills or leaks from these cargoes can harm the health of people cleaning up the spill as well as the environment.

Examples are:

- Hides and skins
- Wine
- Bitumen
- Cocoa butter
- Waste – recycled engines and engine parts
- Vegetable and other oils, particularly when packed in flexitanks

**Improper Packing Consequences** – Cargoes that are poorly or incorrectly packed or secured in the container can lead to injuries to personnel or damage to nearby containers, property, or other cargo. Such incidents can cause severe accidents at sea or on land, such as truck rollovers and train derailments.

Examples are:

- Logs and timber
- Steel Coils
- Marble and granite

In the coming months the Cargo Integrity Group will publish additional guidance on the identification and safe handling of these cargoes.

The list is based on data from, among other sources, the claims history of leading freight insurance provider, TT Club; a report prepared by ICHCA and submitted to the IMO on incidents involving dangerous goods on ships or in ports, and from CINS which collates information provided by its members on incidents involving dangerous cargo.

"The combined experience of our organisations has been harnessed to identify these categories and result in pin-pointing some commodities where the risks are perhaps less obvious," says Peregrine Storrs-Fox, Risk Management Director, TT Club. "While the potential dangers of transporting, for example, calcium hypochlorite or lithium-ion batteries might be more widely appreciated, the combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known."

The combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known.

"Every actor in the global container supply chain is responsible for the health and safety of not only their own people, but also of those at any onward stage of the container's journey. Complying with regulations and following the advice in the CTU Code saves lives, and we appeal to everyone shipping, packing and handling commodities that fall within the categories of these Cargoes of Concern to be particularly diligent," comments Lars Kjaer, Senior Vice President, World Shipping Council.

Dedicated to improving the safety, security and environmental performance throughout the containerized supply chain, a primary goal of the Cargo Integrity Group is to increase awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code.

As part of this effort the Group has developed a 'Quick Guide' to the CTU Code, together with a Checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in freight containers.

Source: Cargo Integrity Group



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# 'Simple good fortune' prevents even more fires at sea

*The Cargo Integrity Group is 'at pains' to highlight dangers posed by some cargoes*

- 17 Jun 2025
- NEWS
- [Laila Ziaullah](#)

While the dangers of charcoal and lithium-ion batteries are becoming more familiar to the industry, the likes of seed cake and fishmeal pose potential fire risks too



Source: twinlynx – stock.adobe.com RECENT GUIDANCE HAS CALLED FOR CHARCOAL TO ALWAYS BE DECLARED AS A DANGEROUS GOOD.

THE Cargo Integrity Group has urged shipowners to be more diligent when transporting dangerous cargoes in the wake of several high-profile vessel fires recently.



The safety coalition, which includes members such as the [World Shipping Council](#) and insurer [TT Club](#), has published a reminder of some of the more hazardous reactive cargoes.

Reactive cargoes seem inert but can pose huge risks to shipping when exposed to heat or friction.

Among the big culprits identified by the Cargo Integrity Group are charcoal and lithium-ion batteries. Recent guidance has called for charcoal to always be declared as a dangerous good, while the threat posed by lithium-ion batteries is familiar. The cause of the recent blaze on board vehicle carrier *Morning Midas* ([IMO: 9289910](#)) is still unknown, but lithium-ion batteries fitted to [the electric vehicles it was carrying](#) will be a major suspect.

There are, however, some cargoes that may seem harmless but which still pose risks. Cotton, wool, fishmeal and even seed cakes are all also self-heating, where a substance can warm without any exterior heat source thanks to slow oxidation.

The Indian Coast Guard understands the dangers posed by vessel blazes, after Singapore-flagged *Wan Hai 503* ([IMO: 9294862](#)) on caught fire on June 9, [leaving four seafarers missing and salvors battling to save the vessel and its cargo](#).

[Lloyd's List Intelligence](#) data shows that since 2021, there have been 71 instances of fire on vessels that are understood to have started by cargo in containers on board. Between 2016-2020, that figure was 56, which is an increase of more than 25%.

The group highlighted a recent casualty litigation that said disasters were only infrequent thanks to a “lack of a similar perfect storm of events, and simple good fortune”.

All that was required for things to go wrong is an alignment of mistakes, oversights or failed controls, the group said.

It said it was “at pains” to emphasise the dangers of these cargoes and stressed that only “reliance on robust diligence or precise emergency response prevents many minor incidents becoming major casualties”.

16 June 2025

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## Reactive cargoes pose rising risks

16/06/2025



Source: Mercator Media

**The Cargo Integrity Group has intensified its focus on the growing risks posed by ‘cargoes of concern’, namely materials capable of igniting or fuelling fires under specific, often overlooked conditions**

The group warns that even minor oversights or system failures can quickly escalate into severe incidents, with devastating consequences for ships, crews and cargo.

Among the most troubling are ‘reactive hazards’; cargoes already covered by Dangerous Goods regulations. These include substances like calcium hypochlorite, charcoal, seed cake and lithium-ion batteries, which under certain conditions can self-ignite or react violently.

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# New safety call for 15 hazardous container cargoes

June 16, 2025

ByPort Technology Team



The Cargo Integrity Group has renewed its call for improved safety practices across the global container supply chain, highlighting 15 hazardous cargoes of concern.

The Group, comprising leading industry bodies, aims to **raise awareness** about **goods** that, while commonly transported by sea and intermodally, may present **hazards** under certain conditions.

The list is intended to highlight cargoes that can become **dangerous if misdeclared, incorrectly identified, or improperly packed**, even though they are usually transported safely when regulations are followed.

[\*READ: Port Authority of NSW tests hazardous materials response\*](#)

The 15 cargoes are divided into three categories, each illustrating a different type of hazard:

- **Reactive Hazards:** These cargoes, such as charcoal, calcium hypochlorite, lithium-ion batteries, cotton, wool, fishmeal, krill, and seed cake, can catch fire and cause significant damage or casualties if certain conditions are met. They are generally subject to Dangerous Goods regulations.
- **Spill or Leak Risks:** Commodities including hides and skins, wine, bitumen, cocoa butter, waste engines and engine parts, and vegetable oils (particularly in flexitanks) can present risks to health and the environment if not packed properly or if damaged.
- **Improper Packing Consequences:** Poorly packed or secured cargoes, such as logs and timber, steel coils, and marble and granite, can result in injuries, damage to containers or property, and severe accidents both at sea and on land.

*READ: [TT Club highlights alarming freight crime trend in Italy](#)*

The Cargo Integrity Group's list is informed by data from **TT Club**'s claims history, a report by **ICHCA** submitted to the IMO, and incident data from CINS members.

Peregrine Storrs-Fox, Risk Management Director at TT Club, stated: "The combined experience of our organisations has been harnessed to identify these categories and result in pinpointing some commodities where the risks are perhaps less obvious.

"While the potential dangers of transporting, for example, calcium hypochlorite or lithium-ion batteries might be more widely appreciated, the combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known."

Lars Kjaer, Senior Vice President at the World Shipping Council, added: "**Every actor** in the global container supply chain is **responsible** for the **health and safety** of not only their own people, but also of those at any onward stage of the container's journey.

"**Complying with regulations** and following the advice in the CTU Code **saves lives**, and we appeal to everyone shipping, packing and handling commodities that fall within the categories of these Cargoes of Concern to be particularly diligent."

The Group continues to promote the **IMO/ILO/UNECE CTU Code** and has produced a 'Quick Guide' and Checklist for safe packing, now available in all six official IMO languages and Italian.

Further guidance on the safe handling of these cargoes will be published in the coming months.

This development comes at a crucial time, as the situation aboard the Wan Hai 503 continues to be critical. [India's Ministry of Defence has described the conditions as "unfavourable," with five coastguard vessels, two Dornier aircraft, and a helicopter currently engaged in efforts to control the fire on the containership.](#)

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# Cargo Integrity Group highlights fire risks from reactive cargoes

by The Editorial Team

[June 17, 2025](#) in [Safety](#)



Image herebelow is being used for illustration purposes only/ Image Credit: Shutterstock

The industry bodies of the Cargo Integrity Group expand on their concerns relating to cargoes that can catch fire and cause significant damage and casualties under certain conditions.

Circumstances created by an alignment of mistakes, oversights, or failed controls can turn a minor incident into a major event. [Following its identification of ‘cargoes of concern’](#), the Cargo Integrity Group (the Group) now focuses on the issues that may commonly compromise safety by initiating or proliferating fire under certain conditions.

It is recognized that many of the cargoes in this category, labelled ‘reactive hazards’ already fall within the scope of Dangerous Goods regulations. These regulations start from the premise that the transport of Dangerous Goods is prohibited – except in accordance with the details of the regulations.

However, incidents still occur too frequently; as the judge in one casualty litigation explained, disasters are only infrequent due to a “lack of a similar perfect storm of events, and simple good fortune”. All that is required is an alignment of mistakes, oversights, or failed controls.

The Group is at pains to explain the dangers associated with these cargoes and emphasize strongly that only reliance on robust diligence or precise emergency response prevents many minor incidents becoming major casualties.

Furthermore, the Group is generating greater awareness overall and urges attention to the need for stringent compliance with mandatory regulations, such as [the IMDG Code](#), and adoption of industry good practices, such as found in the [CTU Code](#).

Such cargoes with reactive hazards include:

- **Calcium Hypochlorite**, a powerful oxidiser, prone to rapid decomposition. In low concentrations, the chlorine content is used as a water cleanser and disinfectant, such as household bleach and swimming pool maintenance. Decomposition – taking place constantly at a very slow rate – is accelerated by higher temperatures and by contamination. The latter can be unpredictable since it necessitates rigorous controls over the raw materials used and the entire manufacturing process.
- **Charcoal** concerns include among others charcoal that is intended for burning on barbecues, shisha pipes etc – sometimes having been treated with accelerants to assist ignition. There has been lengthy debate at IMO to fashion a revised safety framework for transport by sea, that will become mandatory from January 2026. This will remove an unreliable test regime and require that charcoal is always declared as DG.
- **Cotton and Wool, Fishmeal and Krill and Seed cake** are perhaps less in the public eye, but also prone to self-heating and fire, where integrity and care are required both to ensure compliance and maintain safety during transport.
- **Lithium ion battery hazards are becoming known**, but many are emergent, not least as science advances global energy transition. Many incidents to date have involved new batteries; the hazards will only multiply with age and deteriorating condition. While this will challenge the recycling industry, the reality is that all these products, whether new, used, in use, damaged or end of life, will impact the transport and storage industries for decades to come.

The Group calls for continued and thorough research into all the hazards presented by lithium ion batteries and dependent devices. Apart from fire, incidents have revealed risks from toxic gases and vapour cloud explosions that can be critical in transport and storage.



17 June 2025

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# Cargo Integrity Group: Hidden Dangers of Fire Initiating Cargoes

By **Nandika Chand**

June 17, 2025

Increasing incidents of cargo ship fires, involving container ships and ro-ro vessels, have once again put the spotlight on goods and safety in the maritime shipping industry. The Cargo Integrity Group says that circumstances created by an alignment of mistakes, oversights, or failed controls can turn a minor incident into a major event.

It highlighted that identification of 'cargoes of concern' now focuses on the issues that may commonly compromise safety by initiating or proliferating fire under certain conditions. "Many of the cargoes in this category, labelled 'reactive hazards' already fall within the scope of Dangerous Goods regulations," the Group stated in a press release. "These regulations start from the premise that the transport of Dangerous Goods is prohibited, except under the details of the regulations."

The Cargo Integrity Group expressed concerns that incidents still occur too frequently, and cited a judge who stated in a casualty litigation case that disasters are only infrequent due to a 'lack of similar perfect storm of events, and simple good fortune'. "The Group is at pains to explain the dangers associated with these cargoes and emphasize strongly that only reliance on robust diligence or precise emergency response prevents many minor incidents from becoming major casualties."

## **Cargo Integrity Group Creates Awareness**

To help prevent such incidents, the Group is generating greater awareness and calling to attention the need for stringent compliance with mandatory regulations, such as the IMDG Code, and adoption of industry good practices, such as found in the CTU Code.

The Cargo Integrity Group explained that cargoes with reactive hazards include:

**Calcium Hypochlorite** – a powerful oxidiser that is prone to rapid decomposition. In low concentrations, the chlorine content is used as a water cleanser and disinfectant, such as household bleach and swimming pool maintenance. The Group stated that decomposition, taking place constantly at a very slow rate, is accelerated by higher temperatures and by contamination. The latter can be

unpredictable since it necessitates rigorous controls over the raw materials used and the entire manufacturing process.

**Charcoal** – this is used for burning on barbecues, and shisha pipes, etc, and sometimes has been treated with accelerants to assist ignition. There has been a lengthy debate at IMO to fashion a revised safety framework for transport by sea, which will become mandatory from January 2026. This will remove an unreliable test regime and require that charcoal is always declared as Dangerous Goods.

**Cotton and Wood, Fishmeal, Krill, and Seed Cake** – these are prone to self-heating and fire, where integrity and care are required to both ensure compliance and maintain safety during transport.

**Lithium-ion battery** – this is becoming common amid the global energy transition. Many incidents to date have involved new batteries; the hazards will only multiply with age and deteriorating condition. Whilst this will challenge the recycling industry, the reality is that all these products, whether new, used, in use, damaged or end of life, will impact the transport and storage for decades to come.

As such, the Cargo Integrity Group calls for continued and thorough research into all the hazards presented by lithium-ion batteries and dependent devices. Incidents have also revealed risks from toxic gases and vapor cloud explosions that can be critical in transport and storage.

16 June 2025

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# 15 ‘Cargoes of Concern’ that pose elevated maritime safety risks

By Harish Manaadiar

June 16, 2025

Recent maritime incidents have shown that it is not only classified dangerous goods that pose serious risks to vessel and supply chain safety..

This conclusion is supported by insights drawn from multiple sources, including claims history of leading freight insurers, carriers, and data from the International Cargo Handling Co-ordination Association (ICHCA International) to the IMO, highlighting accidents involving dangerous cargo on ships and in port environments..

The “Cargo Integrity Group” is a partnership of industry associations set up to raise awareness and greater uptake of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (2014) – CTU Code..

The associations are 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)..

The Cargo Integrity Group has published a detailed list of 15 cargoes that pose disproportionate risks to safety and supply chain integrity..

These cargoes, often transported by sea, road, rail, and inland waterways, can cause fires, explosions, structural damage, environmental contamination, or even total loss — not because they are inherently hazardous, but because they are misunderstood, mispacked, misdeclared, or handled incorrectly..

## Why the spotlight on these 15 cargoes..??

While not exhaustive, each item on this list has one thing in common — they have a track record of incidents, even though many are not strictly classified under the IMDG Code as dangerous goods.. This makes them even more dangerous, because shippers and handlers may underestimate the risks associated with heat, gas emissions, contamination, and chemical reactions..

The CIG has divided these 15 cargoes into categories of

**Reactive Hazards** – cargoes that are subject to dangerous goods regulations but can catch fire and cause significant damage and casualties under certain conditions..

1. Charcoal / carbon
2. Calcium Hypochlorite
3. Lithium-ion batteries
4. Cotton and wool
5. Fishmeal and krill
6. Seed cake

**Spill or Leak Risks** – cargoes that have the potential to cause physical harm to people in the case of spills or leaks, including those who are involved in cleaning up the spills, in addition to the environment..

7. Hides and skins
8. Wine

9. Bitumen
10. Cocoa butter
11. Waste – recycled engines and engine parts
12. Vegetable and other oils, particularly when packed in flexitanks

**Improper Packing** – cargoes that have inherent risks and can endanger personnel and damage surrounding cargo, containers, or infrastructure if not correctly packed or secured inside containers.. Poor packing practices have been linked to serious incidents both at sea and on land — including vessel fires, truck rollovers, and even train derailments..

13. Logs and timber
14. Steel Coils
15. Marble and granite

## Additional Guidance

As per a [website statement](#), in the coming months, the Cargo Integrity Group will publish additional guidance on the identification and safe handling of these cargoes.

*“The combined experience of our organisations has been harnessed to identify these categories and result in pin-pointing some commodities where the risks are perhaps less obvious,”* says Peregrine Storrs-Fox, Risk Management Director, TT Club.

*“While the potential dangers of transporting, for example, calcium hypochlorite or lithium-ion batteries might be more widely appreciated, the combustible qualities of seed cake or the hazards associated with cocoa butter or vegetable oils, will be less well-known.”* added Storrs-Fox

*“Every actor in the global container supply chain is responsible for the health and safety of not only their own people, but also of those at any onward stage of the container’s journey. Complying with regulations and following the advice in the CTU Code saves lives, and we appeal to everyone shipping, packing and handling*

*commodities that fall within the categories of these Cargoes of Concern to be particularly diligent,”* comments Lars Kjaer, Senior Vice President, World Shipping Council.

The list is informed by multiple sources, including TT Club’s freight insurance claims data, incident reports compiled by CINS from its member lines, and a submission by ICHCA to the IMO detailing accidents involving dangerous goods on ships and in ports..

## Suggested plan of action

To prevent future disasters and improve cargo safety, CIG is calling on the industry to:

- Educate shippers and forwarders about cargo-specific risks — even beyond what the IMDG Code requires..
- Use safety data sheets (SDS) more rigorously for all cargo types with known reactivity, emission, or combustion characteristics..
- Improve packing practices in line with the CTU Code — especially for cargoes prone to movement, leakage, or chemical reaction..
- Enhance cross-sector collaboration, including customs, ports, shipping lines, insurers, and inland logistics providers..
- Promote cargo integrity as a shared responsibility — not just that of the shipper or carrier..

As a group committed to enhancing safety, security, and environmental standards across the containerised supply chain, the CIG’s objective is to promote greater awareness and adoption of the IMO/ILO/UNECE CTU Code — the global standard for the safe packing of cargo transport units..

To support this goal, the Group has produced a Quick Guide to the CTU Code, along with a practical Checklist outlining key actions and responsibilities for those involved in packing freight containers..



## 🌀 What you can do — today

For shippers, consignees, ports, logistics service providers and transporters, cargo integrity starts with due diligence and continues through every link in the chain:

- Question any unusual cargo declaration — especially if pricing, weight, or packaging seems off..
- Request MSDS or hazard profile if you suspect reactivity, heat risk, or contamination potential..
- Train staff at all levels on cargo-specific risks, not just general DG handling..
- Invest in damage sensors, temperature monitoring, and automated alert systems where necessary..
- Adopt and enforce the IMO/ILO/UNECE CTU Code in packing, inspection, and audit processes..

At [Shipping and Freight Resource](#), we fully support the Cargo Integrity Group's mission and encourage industry leaders to take proactive action on these 15 cargoes of concern..

A safer supply chain is not just a regulatory obligation — it is a commercial and human imperative..

✉ Got a real-world story or solution to share..?? [Contact us](#) to feature your insight in our next cargo safety spotlight..

17 June 2025

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# Hidden dangers of fire initiating cargoes explained

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The industry bodies of the Cargo Integrity Group (CIG) have expanded on their concerns relating to cargoes that can catch fire and cause significant damage and casualties under certain conditions. Circumstances created by an alignment of mistakes, oversights, or failed controls can turn a minor incident into a major event.



Following its identification of 'cargoes of concern' in a report last year, the CIG now focuses on the issues that may commonly compromise safety by initiating or proliferating fire under certain conditions.

It is recognised that many of the cargoes in this category, labelled 'reactive hazards' already fall within the scope of Dangerous Goods regulations. These regulations start from the

premise that the transport of Dangerous Goods is prohibited – except in accordance with the details of the regulations.

However, incidents still occur too frequently; as the judge in one casualty litigation explained, disasters are only infrequent due to a “lack of a similar perfect storm of events, and simple good fortune”. All that is required is an alignment of mistakes, oversights, or failed controls. CIG is at pains to explain the dangers associated with these cargoes and emphasise strongly that only reliance on robust diligence or precise emergency response prevents many minor incidents becoming major casualties.

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Such cargoes with reactive hazards include:

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The Cargo Integrity Group comprises the Bureau International des Containers, the Container Owners Association, FIATA, the Global Shippers Forum, ICHCA, TT Club and the World Shipping Council.

*Press clippings relating to the following press release:*

**On-going Analysis of High Consequence Hazards in Cargo  
Handling Pinpoints Risks of Worker Fatalities**

Distributed on 31 July 2025

31 July 2025

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## On-going analysis of high consequence hazards in cargo handling

posted by AJOT | Jul 31 2025 at 10:35 AM | [Ports & Terminals](#)

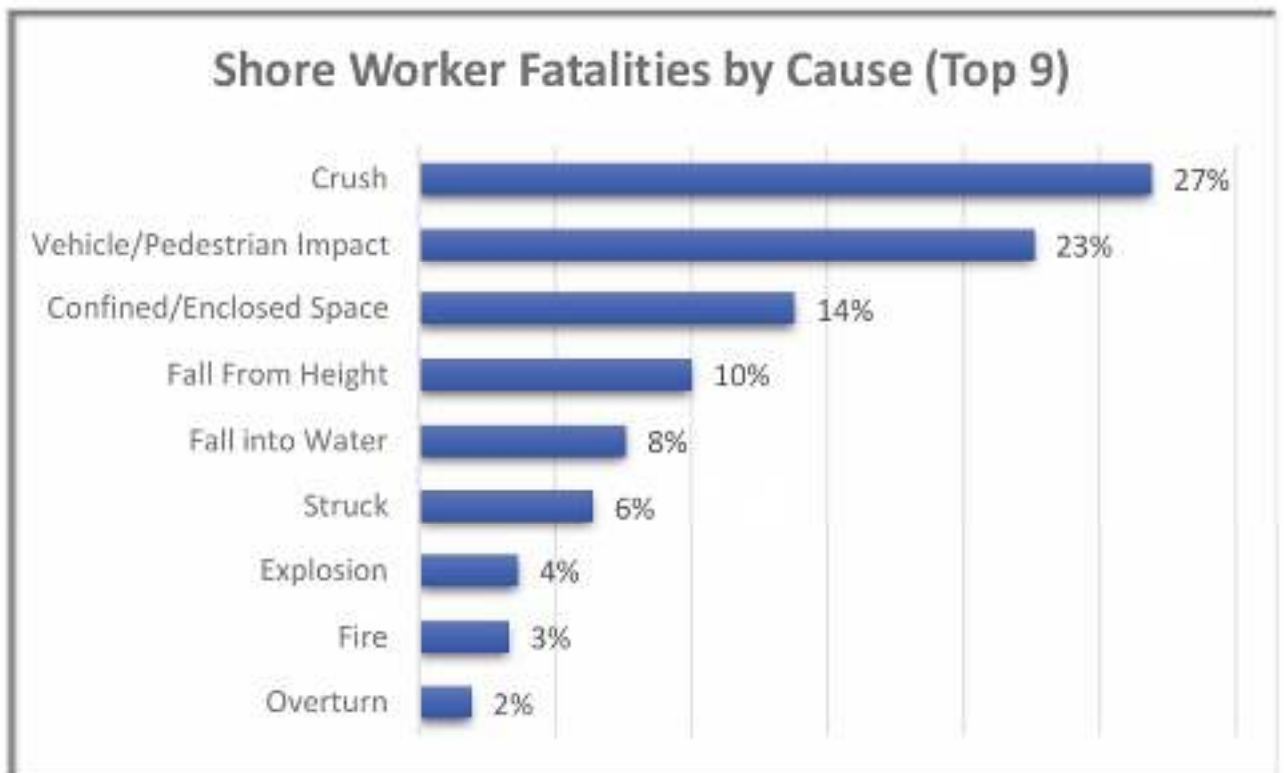
In a unique analysis of near 500 incidents involving shore workers over the last twenty-five years, the ICHCA Severe Risks Dashboard details important findings that all in the industry need to be cognizant of every day. Key findings include:

- An almost equal split between on-vessel and onshore risk to port workers
- Three-quarters of incidents occurred during cargo operations
- Crush by cargo has been the leading historic cause of fatalities, accounting for a quarter of all incidents in the dataset
- 23% of high consequence incidents involve vehicle/pedestrian impact, chiefly involving pedestrians and mobile handling equipment, making it the close second highest type of fatal incident
- Falls are the third highest cause of death.
- Incidents occurring in confined or enclosed spaces also stands out as a key hazard

The International Cargo Handling Coordination Association (ICHCA) has used data going back to the year 2000, to research causes of workplace fatalities in the global cargo handling sector. While it is understood that the dataset can't be comprehensive, it does give a unique insight into the nature of the majority of incidents resulting in a fatality on a worldwide basis.

"Our intention is to raise the level of awareness of these fatal incidents and their primary causes. Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organizations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimize these risks in the future," comments Richard Steele, CEO of ICHCA International.

The Severe Risks Dashboard is routinely updated and is provided by ICHCA for download ICHCA Severe Risks Dashboard - ICHCA International. An example of the analysis it contains is presented below.



The bare facts and data don't tell the whole story. Individual circumstances surrounding these unfortunate events are pivotal to causes and outcomes. Trends however can be discerned and point the way to necessary ongoing improvements in safety protocols.

As such, the Dashboard also considers how best to mitigate incidents and their consequences depending on the causal circumstances, beyond the above mentioned crush by cargo and pedestrian accidents, to include fall from height, operating in confined or enclosed spaces, loading and discharge, maintenance and operating of handling equipment and third-party vehicle access. Advising such precautionary steps as:

- Re-testing existing management controls for focus, completeness and robustness
- Re-affirming that work as designed into procedures to address these essential risks actually translates into work as done on the ground
- Engaging with workforces and other stakeholders to seek well-managed, cooperative change and innovation

"Creating a safer, healthier workplace is not just the prime responsibility of those managing our industry, it also makes sound business sense; safe organizations are sustainable organizations," Steele concludes. "This is the passion of ICHCA and its members. We believe the future of safety is not beyond the horizon but that we can make changes to the way we work right now. ICHCA's on-going attention to the causes of fatalities is one part of ICHCA's contribution to these changes."



1 August 2025

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## ICHCA Analysis Focuses on Fatalities Risks

[ August 1, 2025 // [Gary Burrows](#) ]

The International Cargo Handling Coordination Association, or ICHCA, has conducted an analysis of nearly 500 incidents involving shore workers over the last 25 years, with its findings on the ICHCA Severe Risks Dashboard.

Key findings include:

- An almost equal split between on-vessel and onshore risk to port workers.
- Three out of four incidents occurred during cargo operations.
- Crush by cargo has been the leading historic cause of fatalities, accounting for a quarter of all incidents in the dataset.
- About 23 percent of high consequence incidents involve vehicle/pedestrian impact, chiefly involving pedestrians and mobile handling equipment, making it the close second highest type of fatal incident
- Falls are the third highest cause of death.
- Incidents occurring in confined or enclosed spaces also stands out as a key hazard.

ICHCA, the independent organization dedicated to improving safety in cargo handling globally, presents its analytical tool to focus attention of the critical dangers to life and limb in the sector. It highlights the need for concerted, on-going risk management in the shore-side cargo handling work environment.

ICHCA has used data going back to 2000, to research causes of workplace fatalities in the global cargo handling sector. While it is understood that the dataset can't be comprehensive, it does give a unique insight into the nature of incidents resulting in a fatality on a worldwide basis.

"Our intention is to raise the level of awareness of these fatal incidents and their primary causes," said Richard Steele, CEO of ICHCA International. "Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organizations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimize these risks in the future."

The Severe Risks Dashboard is routinely updated and is provided by ICHCA for download (<https://https://ichca.com/ichca-severe-risks-dashboard>).

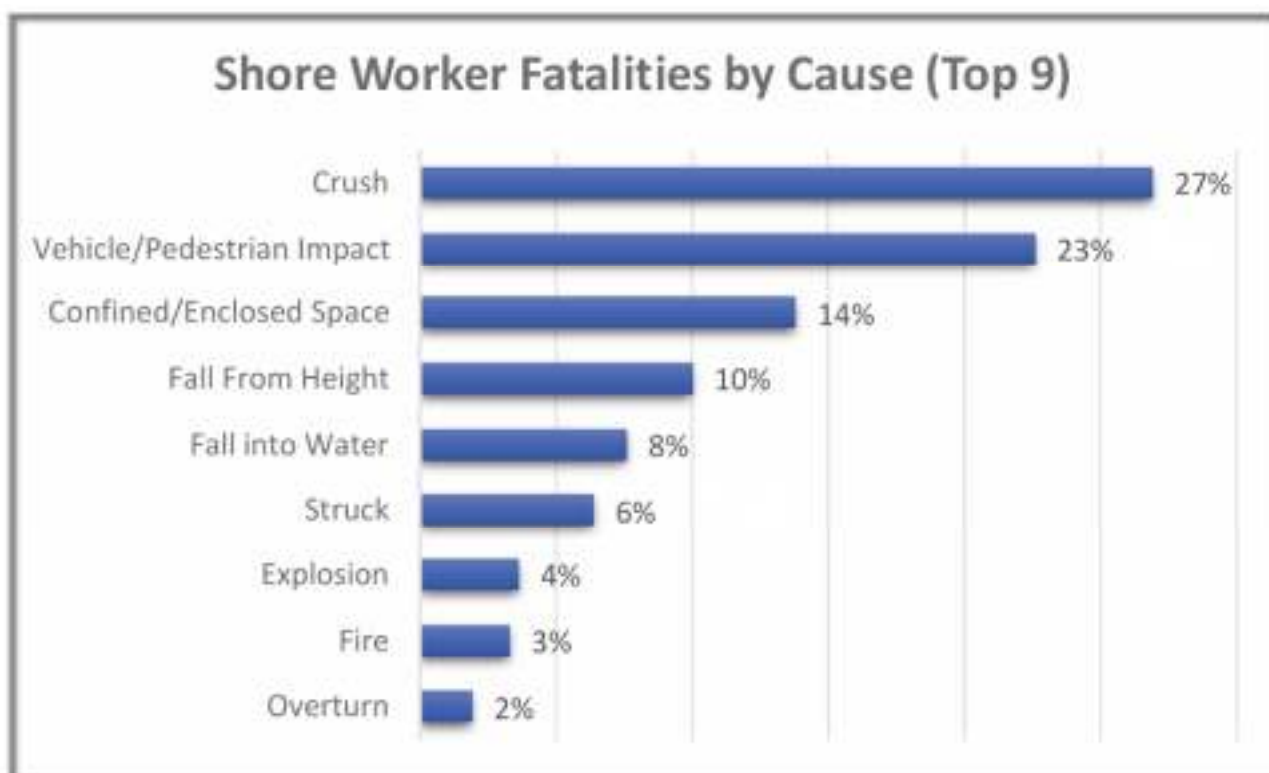
Facts and data don't tell the whole story, ICHCA said. Individual circumstances surrounding these unfortunate events are pivotal to causes and outcomes. Trends however can be discerned and point the way to necessary ongoing improvements in safety protocols.

ICHCA's dashboard also considers how best to mitigate incidents and their consequences depending on the causal circumstances, beyond the above mentioned crush by cargo and pedestrian accidents, to include fall from height, operating in confined or enclosed spaces, loading and discharge, maintenance and operating of handling equipment and third-party vehicle access. The association advises precautionary steps such as:

- Retesting existing management controls for focus, completeness and robustness.

- Reaffirming that work as designed into procedures to address these essential risks actually translates into work as done on the ground.
- Engaging with workforces and other stakeholders to seek well-managed, cooperative change and innovation.

“Creating a safer, healthier workplace is not just the prime responsibility of those managing our industry, it also makes sound business sense; safe organizations are sustainable organizations,” Steele said. “This is the passion of ICHCA and its members. We believe the future of safety is not beyond the horizon but that we can make changes to the way we work right now. ICHCA’s ongoing attention to the causes of fatalities is one part of ICHCA’s contribution to these changes.”



SOURCE: International Cargo Handling Coordinators Association

Tags: [ICHCA](#), [International Cargo Handling Coordination Association](#), [Richard Steele](#)

7 August 2025

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## **ICHCA reveals data on fatal workplace accidents**

LOCAL NEWS

- 7 Aug 2025 ( #1242 ) - London, United Kingdom

1 min read

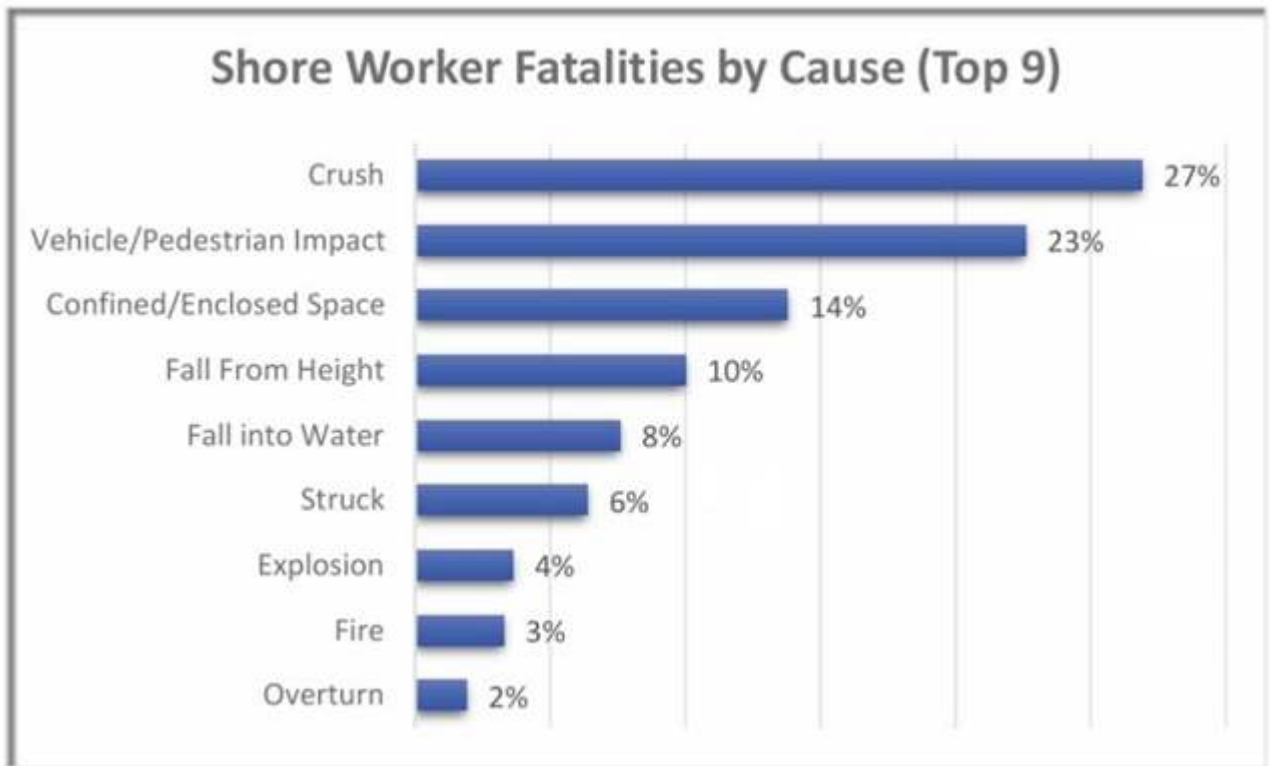


*Richard Steele from ICHCA International*

New data released by the International Cargo Handling Co-ordination Association (ICHCA) reveals the second highest cause of fatal incidents among shore workers in the last 25 years has been collisions involving pedestrians and mobile handling equipment.

The ICHCA, an independent body dedicated to improving safety globally in cargo handling sector, found crush injuries from cargo was the leading cause of death. Falls are the third leading cause of deaths.

ICHCA has undertaken an analysis of almost 500 incidents involving shore workers in the last 25 years, using its ICHCA Severe Risks Dashboards, which it routinely updates.



#### *Leading causes of shore worker deaths*

Among its key findings are that 23% of “high consequence incidents” among shore workers were between pedestrians and mobile handling equipment.

ICHCA says the data “highlights the need for concerted, on-going risk management in the shore-side cargo handling work environment”.

Richard Steele, CEO of ICHCA International continues: “Our intention is to raise the level of awareness of these fatal incidents and their primary causes”.

“Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organisations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimise these risks in the future.”

31 July 2025

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## On-going Analysis of High Consequence Hazards in Cargo Handling Pinpoints Risks of Worker Fatalities

■ in International Shipping News ⓘ 01/08/2025



In a unique analysis of near 500 incidents involving shore workers over the last twenty-five years, the ICHCA Severe Risks Dashboard details important findings that all in the industry need to be cognisant of every day. Key findings include:

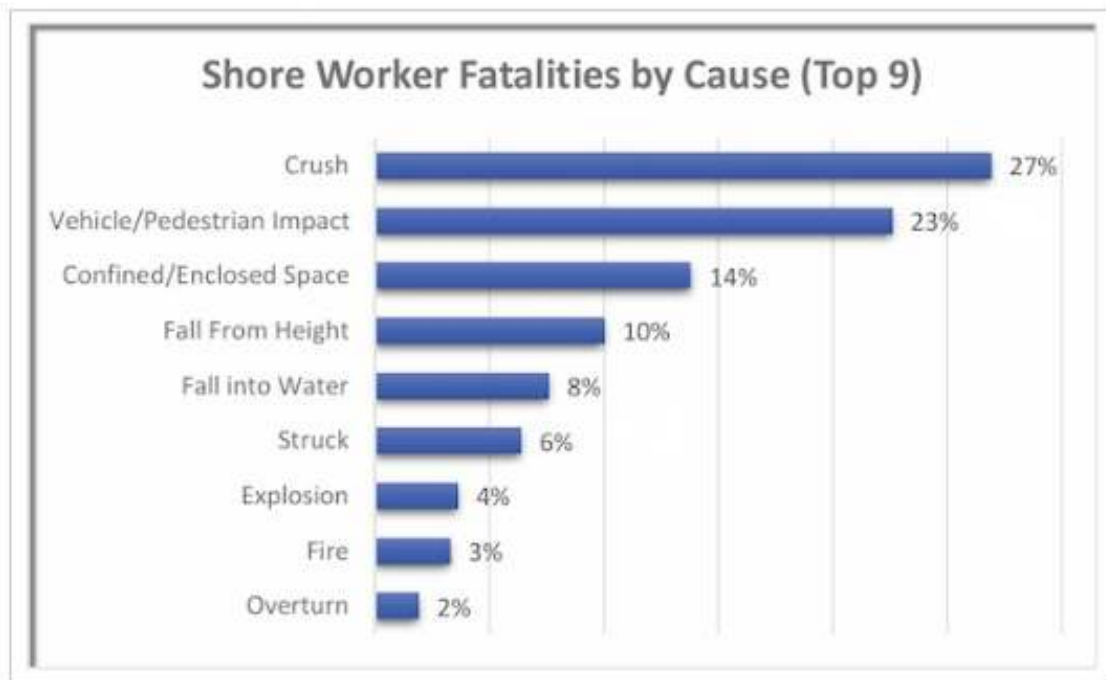
- an almost equal split between on-vessel and onshore risk to port workers
- Three-quarters of incidents occurred during cargo operations
- Crush by cargo has been the leading historic cause of fatalities, accounting for a quarter of all incidents in the dataset
- 23% of high consequence incidents involve vehicle/pedestrian impact, chiefly involving pedestrians and mobile handling equipment, making it the close second highest type of fatal incident
- Falls are the third highest cause of death.
- Incidents occurring in confined or enclosed spaces also stands out as a key hazard

The International Cargo Handling Coordination Association (ICHCA) has used data going back to the year 2000, to research causes of workplace fatalities in the global cargo handling sector. While it is understood that the dataset can't be comprehensive, it does give a unique insight into the nature of the majority of incidents resulting in a fatality on a worldwide basis.

"Our intention is to raise the level of awareness of these fatal incidents and their primary causes. Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organizations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimize these risks in the future," comments Richard Steele, CEO of ICHCA International.

The Severe Risks Dashboard is routinely updated and is provided by ICHCA for download. ICHCA Severe Risks Dashboard – ICHCA International. An example of the analysis it contains is presented below.





The bare facts and data don't tell the whole story. Individual circumstances surrounding these unfortunate events are pivotal to causes and outcomes. Trends however can be discerned and point the way to necessary ongoing improvements in safety protocols.

As such, the Dashboard also considers how best to mitigate incidents and their consequences depending on the causal circumstances, beyond the above mentioned crush by cargo and pedestrian accidents, to include fall from height, operating in confined or enclosed spaces, loading and discharge, maintenance and operating of handling equipment and third-party vehicle access. Advising such precautionary steps as:

- Re-testing existing management controls for focus, completeness and robustness

- Re-affirming that work as designed into procedures to address these essential risks actually translates into work as done on the ground

- Engaging with workforces and other stakeholders to seek well-managed, cooperative change and innovation

"Creating a safer, healthier workplace is not just the prime responsibility of those managing our industry, it also makes sound business sense; safe organisations are sustainable organisations," Steele concludes. "This is the passion of ICHCA and its members. We believe the future of safety is not beyond the horizon but that we can make changes to the way we work right now. ICHCA's on-going attention to the causes of fatalities is one part of ICHCA's contribution to these changes."

Source: ICHCA



31 July 2025

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# ICHCA

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## INTERNATIONAL

### On-going Analysis of High Consequence Hazards in Cargo Handling Pinpoints Risks of Worker Fatalities : ICHCA

Aug 1, 2025 India Shipping News

Share This News Story:



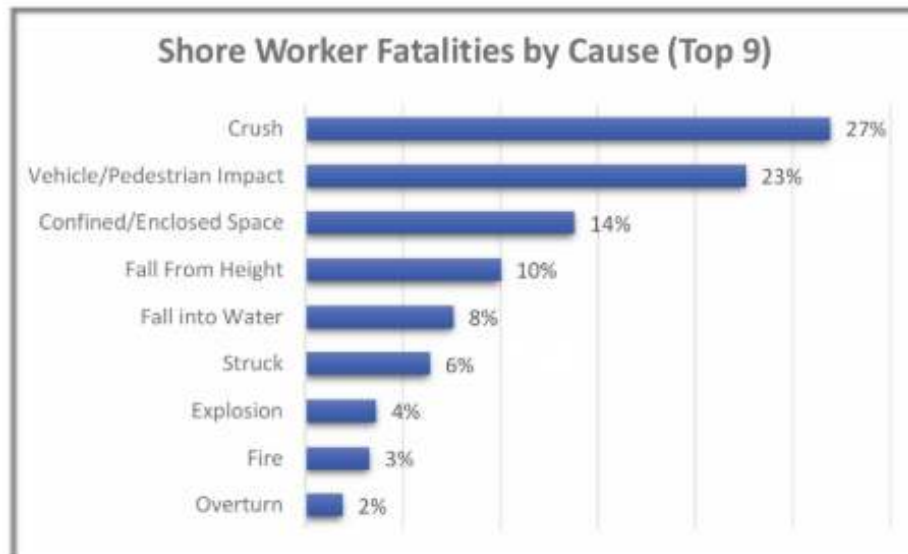
LONDON : In a unique analysis of near 500 incidents involving shore workers over the last twenty-five years, the **ICHCA Severe Risks Dashboard** details important findings that all in the industry need to be cognisant of every day. Key findings include:

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- Three-quarters of incidents occurred during cargo operations
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*"Our intention is to raise the level of awareness of these fatal incidents and their primary causes. Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organizations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimize these risks in the future,"* comments **Richard Steele, CEO of ICHCA International**.

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Access to detailed graphics illustrating some of the statistics presented are available on request.

31 July 2025

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# Crushing by cargo biggest cause of dockworker deaths

- *Vehicle impacts and falls other key hazards*
- *Findings highlight need for concerted risk management, says ICHCA*
- *Safeguarding workers 'prime responsibility' for operators*

- 31 Jul 2025
- NEWS



[David.Osler@finance\\_LL](mailto:David.Osler@finance_LL) [david.osler@lloydslistintelligence.com](mailto:david.osler@lloydslistintelligence.com)

Trade association analyses data since turn of century



Source: Aditia Patria Warman – [stock.adobe.com](https://stock.adobe.com/) INTERNATIONAL CARGO HANDLING CO-ORDINATION ASSOCIATION SAID THERE IS AN ALMOST EQUAL SPLIT BETWEEN ON-VESSEL AND ONSHORE RISK TO PORT WORKERS.



BEING crushed by cargo remains the biggest single cause of dockworker deaths, accounting for 27% of fatalities, according to an analysis of data going back to 2000 from the [International Cargo Handling Co-Ordination Association](#).

The findings highlight the need for “concerted, on-going risk management in the shoreside cargo handling work environment”, the UK-based trade body said.

Safeguarding workers employed both directly and indirectly should be seen as a prime responsibility for operating organisations and authorities at cargo terminals, chief executive Richard Steele added.

The research is based on an examination of nearly 500 incidents involving shore workers over the past 25 years.

There is an almost equal split between on-vessel and onshore risk to port workers, the ICHCA concluded, with three-quarters of incidents occurring during cargo operations.

Some 23% of high-consequence incidents involve vehicles — chiefly mobile handling equipment — hitting pedestrians, making this the second-highest cause of deaths.

Falls either from heights (10%) or into water (8%) were in third place, while incidents in confined or enclosed spaces (14%) also stand out as a key hazard.

Absolute numbers of deaths and injuries among dockworkers were not included in an announcement from the organisation today.

The ICHCA publishes a Severe Risks Dashboard, enabling trends to be discerned over time and pointing to ways of improving outcomes.

Current recommendations include retesting existing management controls for focus, completeness and robustness; ensuring that procedures are in line with what happens in practice; and engagement with workforces and other stakeholders.

Established in 1952, ICHCA is an independent not-for-profit organisation dedicated to improving the safety, productivity and efficiency of cargo handling and movement worldwide.

31 July 2025

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<https://maritimemag.com/en/analysis-of-high-consequence-hazards-in-cargo-handling-pinpoints-risks-of-port-worker-fatalities/>

## Analysis of high consequence hazards in cargo handling pinpoints risks of port worker fatalities

- By Maritime Magazine
- 2025-07-31



London – In a unique analysis of near 500 incidents involving shore workers over the last twenty-five years, the ICHCA Severe Risks Dashboard details important findings that all in the industry need to be cognisant of every day. Key findings include:

- an almost equal split between on-vessel and onshore risk to port workers
- Three-quarters of incidents occurred during cargo operations
- Crush by cargo has been the leading historic cause of fatalities, accounting for a quarter of all incidents in the dataset

- 23% of high consequence incidents involve vehicle/pedestrian impact, chiefly involving pedestrians and mobile handling equipment, making it the close second highest type of fatal incident
- Falls are the third highest cause of death.
- Incidents occurring in confined or enclosed spaces also stands out as a key hazard.

The International Cargo Handling Coordination Association (ICHCA) has used data going back to the year 2000, to research causes of workplace fatalities in the global cargo handling sector. While it is understood that the dataset can't be comprehensive, it does give a unique insight into the nature of the majority of incidents resulting in a fatality on a worldwide basis.

"Our intention is to raise the level of awareness of these fatal incidents and their primary causes. Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organizations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimize these risks in the future," comments Richard Steele, CEO of ICHCA International.

The Severe Risks Dashboard is routinely updated and is provided by ICHCA for download [ICHCA Severe Risks Dashboard – ICHCA International](#). An example of the analysis it contains is presented below.

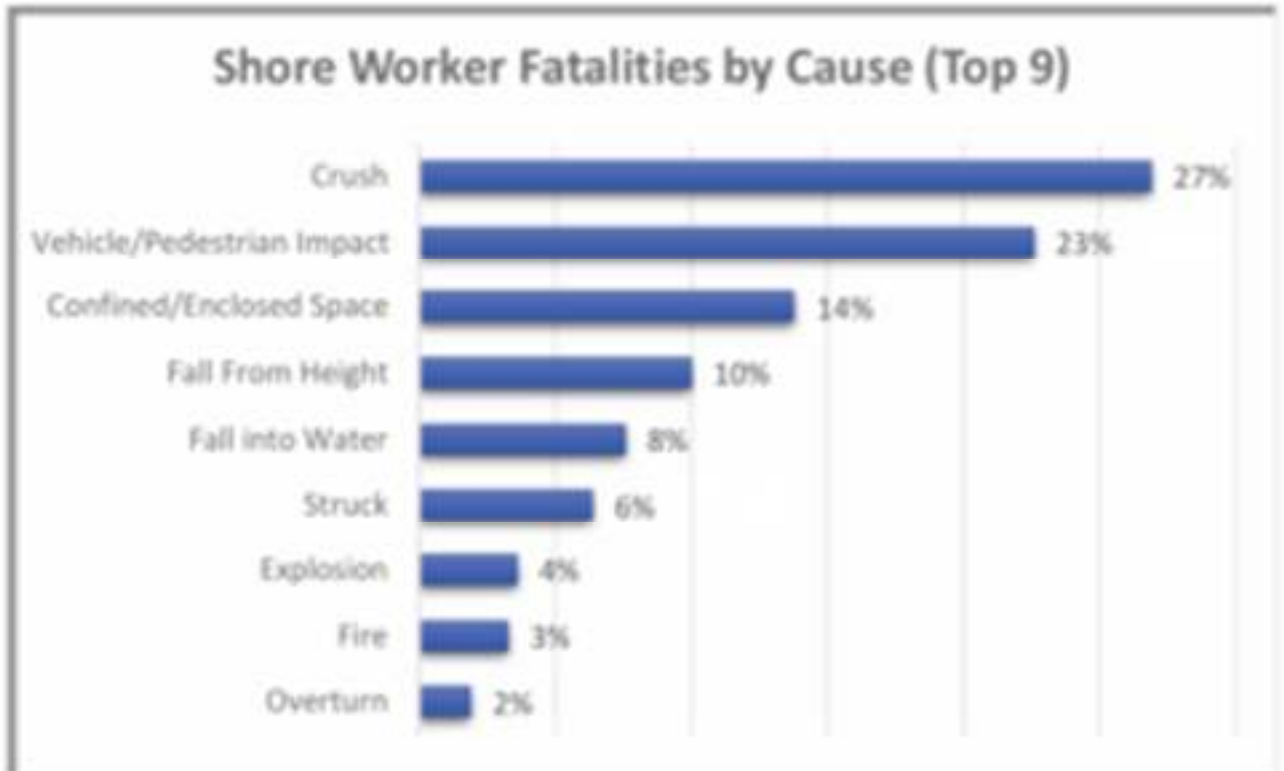
The bare facts and data don't tell the whole story. Individual circumstances surrounding these unfortunate events are pivotal to causes and outcomes. Trends however can be discerned and point the way to necessary ongoing improvements in safety protocols.

As such, the Dashboard also considers how best to mitigate incidents and their consequences depending on the causal circumstances, beyond the above mentioned crush by cargo and pedestrian accidents, to include fall from height, operating in confined or enclosed spaces, loading and discharge, maintenance and operating of handling equipment and third-party vehicle access. Advising such precautionary steps as:

- Re-testing existing management controls for focus, completeness and robustness
- Re-affirming that work as designed into procedures to address these essential risks actually translates into work as done on the ground

- Engaging with workforces and other stakeholders to seek well-managed, cooperative change and innovation

“Creating a safer, healthier workplace is not just the prime responsibility of those managing our industry, it also makes sound business sense; safe organisations are sustainable organisations,” Mr. Steele concludes.



(Seafarer photo from Dreamstime and ICHCA data image)



31 July 2025

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# New ICHCA data shows ‘crush by cargo’ as main fatality cause

July 31, 2025



The [International Cargo Handling Coordination Association](#) (ICHCA) has published new findings from its ongoing analysis of serious shore-side cargo handling hazards.

The results highlight persistent risks to workers and the urgent **need for stronger safety management** across the industry.

ICHCA's unique [Severe Risks Dashboard](#), designed to help operators and authorities identify the most critical dangers, draws on almost **500 incidents** involving shore workers worldwide across the **past 25 years**.

While the dataset does not capture every case, ICHCA states that the analysis “gives a unique insight into the nature of the majority of incidents resulting in a fatality on a worldwide basis.”

The data reveal that **incidents** are almost equally split between **on-vessel and onshore settings** among port workers. Most **fatal incidents** – around three-quarters – occurred **during cargo operations**, with “**crush by cargo**” identified as the leading historic cause of fatalities, responsible for **one in four** incidents.

**Vehicle** and **pedestrian impacts**, particularly those involving mobile handling equipment, account for **23 per cent** of serious incidents, making them the second most common cause of fatal accidents.

**Falls** are the **third-highest** cause of death, and working in confined or enclosed spaces stands out as another significant hazard.

“Our intention is to raise the level of awareness of these fatal incidents and their primary causes,” commented Richard Steele, CEO of ICHCA International.

“Together with our members, we believe that **safeguarding** all workers employed both directly and indirectly in the workplace is the **prime responsibility** of operating organisations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimise these risks in the future.”

The Dashboard does more than present statistics; it also offers guidance on mitigating the risk and impact of such incidents.

Some of the recommendations highlighted by ICHCA include **re-testing management controls** to ensure they are both robust and effective, **reaffirming** that written workplace **procedures** are reflected in day-to-day practice, and engaging continuously with workforces and other stakeholders to drive well-managed change and **support innovation**.

Steele further noted that [creating a safer, healthier workplace](#) is not just the primary responsibility of industry managers but also makes sound business sense, as “safe organisations are sustainable organisations [...] We believe the future of safety is not beyond the horizon but that we can make changes to the way we work right now.”

*If you missed our December 2024 webinar with ICHCA on maritime safety, you can now **access the full event recordings on demand**.*

*Visit [maritimesafetyseries.ptievents.com](https://maritimesafetyseries.ptievents.com) to catch up on expert insights and key sessions dedicated to safer port operations.*

1 August 2025

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<https://www.seaandjob.com/on-going-analysis-of-high-consequence-hazards-in-cargo-handling-pinpoints-risks-of-worker-fatalities/>

## On-going Analysis of High Consequence Hazards in Cargo Handling Pinpoints Risks of Worker Fatalities

by [SEAANDJOB](#) | Aug 1, 2025 | [News Flash](#) | [0 comments](#)

In a unique analysis of near 500 incidents involving shore workers over the last twenty-five years, the ICHCA Severe Risks Dashboard details important findings that all in the industry need to be cognizant of every day. Key findings include:

- An almost equal split between on-vessel and onshore risk to port workers
- Three-quarters of incidents occurred during cargo operations
- Crush by cargo has been the leading historic cause of fatalities, accounting for a quarter of all incidents in the dataset
- 23% of high consequence incidents involve vehicle/pedestrian impact, chiefly involving pedestrians and mobile handling equipment, making it the close second highest type of fatal incident.
- Falls are the third highest cause of death.
- Incidents occurring in confined or enclosed spaces also stands out as a key hazard

The International Cargo Handling Coordination Association (ICHCA) has used data going back to the year 2000, to research causes of workplace fatalities in the global cargo handling sector. While it is understood that the dataset can't be comprehensive, it does give a unique insight into the nature of most incidents resulting in a fatality on a worldwide basis.

“Our intention is to raise the level of awareness of these fatal incidents and their primary causes. Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organizations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimize these risks in the future,” comments Richard Steele, CEO of ICHCA International.

The Severe Risks Dashboard is routinely updated and is provided by ICHCA for download [ICHCA Severe Risks Dashboard – ICHCA International](#).

The bare facts and data don’t tell the whole story. Individual circumstances surrounding these unfortunate events are pivotal to causes and outcomes. Trends however can be discerned and point the way to necessary ongoing improvements in safety protocols.

As such, the Dashboard also considers how best to mitigate incidents and their consequences depending on the causal circumstances, beyond the above-mentioned crush by cargo and pedestrian accidents, to include fall from height, operating in confined or enclosed spaces, loading and discharge, maintenance and operating of handling equipment and third-party vehicle access. Advising such precautionary steps as:

- Re-testing existing management controls for focus, completeness, and robustness

- Re-affirming that work as designed into procedures to address these essential risks translates into work as done on the ground. Engaging with workforces and other stakeholders to seek well-managed, cooperative change and innovation

“Creating a safer, healthier workplace is not just the prime responsibility of those managing our industry, it also makes sound business sense; safe organizations are sustainable organizations,” Steele concludes.

“This is the passion of ICHCA and its members. We believe the future of safety is not beyond the horizon but that we can make changes to the way we work right now. ICHCA’s on-going attention to the causes of fatalities is one part of ICHCA’s contribution to these changes.”

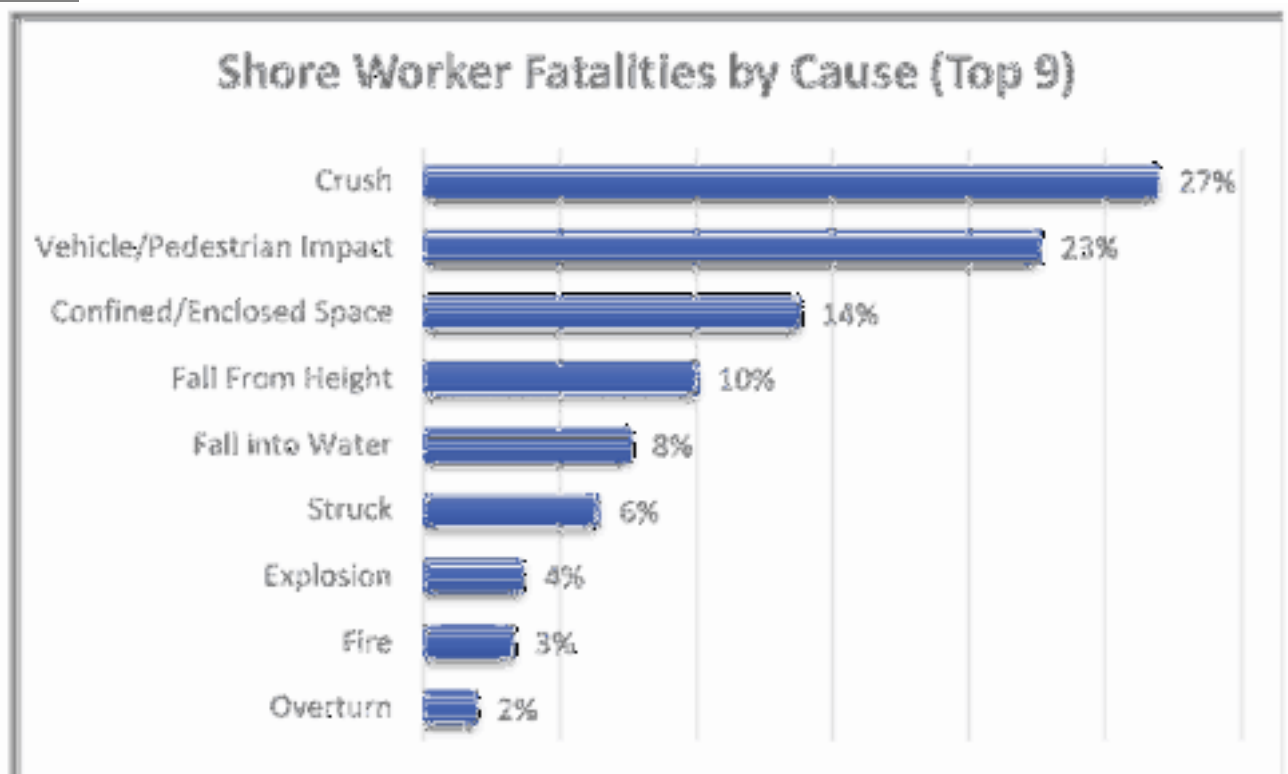
Source: ICHCA

3 August 2025

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## La maggior parte degli incidenti mortali in banchina dovuta a schiacciamento da carico

Ichca ha pubblicato una ricerca su 25 anni di sinistri fatali verificatisi durante le operazioni di carico/scarico della merce a bordo delle navi  
DI REDAZIONE SHIPPING ITALY  
3 AGOSTO 2025  
[STAMPA](#)



Lo schiacciamento da carico è la principale causa di decesso negli incidenti che coinvolgono il personale addetto alla movimentazione dei carichi navali.

Lo rivela uno studio condotto dalla International Cargo Handling Coordination Association, che ha analizzato un set di dati costituito da 500 incidenti mortali riguardanti lavoratori portuali, interinali, lavoratori esterni e altre terze parti dal 2000 al luglio 2024.

Dopo lo schiacciamento, gli incidenti fatali più frequenti sono gli investimenti, cui fanno seguito i sinistri che si verificano in spazi chiusi (ad esempio le cisterne) per mancanza di ossigeno o esalazione di gas tossici e le cadute

La ricerca ha anche evidenziato che la maggior parte degli incidenti s'è verificata a terra 54% contro il 46% a bordo di navi. L'attività maggiormente colpita è stata quella relativa alla movimentazione di container, seguita dalle operazioni sul carico secco e da quelle su breakbulk, mentre le navi più fatali si sono rivelate le portarinfuse seguite da general cargo, ro-ro, portacontainer e petroliere.

“Il nostro obiettivo è aumentare il livello di consapevolezza su questi incidenti mortali e sulle loro cause principali. Insieme ai nostri membri, crediamo che la tutela di tutti i lavoratori impiegati direttamente e indirettamente sul posto di lavoro sia la principale responsabilità delle organizzazioni operative e delle autorità dei terminal merci. Attraverso questa maggiore consapevolezza e conoscenza, miriamo a contribuire a ridurre al minimo questi rischi in futuro” ha commentato Richard Steele, Ceo di Ichca.

1 August 2025

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<https://smartmaritimenetwork.com/2025/08/01/ichca-cargo-handling-data-reveals-persistent-fatality-risks/>

## *ICHCA cargo handling data reveals persistent fatality risks*

- Story By: Rob O'Dwyer
- August 1, 2025
- Ports and Logistics Integration

ICHCA International, the International Cargo Handling Coordination Association, has published updated findings from its Severe Risks Dashboard, providing a data-driven assessment of high-consequence incidents involving shore-side cargo handling personnel over the last 25 years.

The analysis, based on nearly 500 reported cases since 2000, identifies key hazards contributing to workplace fatalities and underlines the importance of continuous safety management at ports and terminals.

According to the data, the risk to port workers is almost evenly split between vessel and onshore operations, with three-quarters of incidents occurring during cargo handling activities.

Crush incidents caused by cargo were the leading cause of fatalities, representing 25% of the total, followed closely by vehicle and pedestrian impacts, accounting for 23%. Falls from height and incidents in confined or enclosed spaces also featured prominently in the dataset.

"Our intention is to raise the level of awareness of these fatal incidents and their primary causes," said Richard Steele, CEO of ICHCA International.



“Together with our members, we believe that safeguarding all workers employed both directly and indirectly in the workplace is the prime responsibility of operating organisations and authorities of cargo terminals. Through this greater awareness and knowledge, we aim to help minimise these risks in the future.”

The Severe Risks Dashboard is freely accessible via ICHCA’s website, with analysis of trends across causes such as loading and discharging operations, maintenance activities, equipment handling, and third-party vehicle access.

ICHCA notes that while the data cannot be fully comprehensive, it provides valuable insights into recurring patterns and underlying causes. The organisation says its aim is not only to understand past incidents but to support proactive measures that can improve safety standards across the industry.

Other press coverage collated during the period

June - July 2025

25 July 2025

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## Patrick Terminals executive joins ICHCA board



Image: Patrick Terminals

- Posted by **Allen Newton**
- 23, July, 2025

PATRICK Terminals chief operating officer, Steve Cox, has joined the board of the International Cargo Handling and Coordination Association of Australia.

Mr Cox leads the operational delivery of key business objectives, managing Patrick's terminal assets.

A post on LinkedIn says Mr Cox is an accomplished senior manager specializing in leading large-scale maritime operations with a career extending more than 20 years involving senior positions in shipping, terminal and towage operations, project and change management in both Australia and overseas.

He has been at Patrick Terminals since 2019 and previously was general manager operations at Port Hedland for Teekay Shipping Australia and at Flinders Ports, Port Adelaide as general manager.

ICHCA Australia is part of a global network in 90 countries and represents Australia's views at ICHCA International and other forums on freight movement and logistics.

The organisations is committed to increasing knowledge of the various ways to improve the efficiency, productivity and effectiveness of the handling and movement of goods.

25 July 2025

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<https://www.fullyloaded.com.au/new-face-jumps-on-the-ichca-australia-board/>

# New face jumps on the ICHCA Australia board

TIARNA CONDREN

The Patrick Terminals COO brings decades of maritime and logistics experience to the ICHCA board



Image: Tasports

The International Cargo Handling and Coordination Association of Australia has welcomed a new face to its board, appointing Patrick Terminals chief operating officer Steve Cox as a director.

ICHCA Australia announced the appointment in a LinkedIn post, saying Cox's extensive leadership experience and long-standing contribution to the maritime and logistics sector will be a benefit to the role.

“Steve is Patrick Terminals’ COO from where he leads the operational delivery of key business objectives by effectively managing Patrick’s terminal assets,” the LinkedIn post reads.

“Steve is an accomplished senior manager specialising in leading large-scale maritime operations with a career expanding more than 20 years involving senior positions in shipping, terminal and towage operations, project and change management in both Australia and overseas.

“Patrick Terminals has been a long-term supporter of ICHCA Australia Ltd and we welcome Steve’s contribution to the board.”

Cox has been with Patrick Terminals since 2019 and has held senior operational roles across the Australian port landscape. Before joining Patrick, he was general manager operations at Port Hedland for Teekay Shipping Australia, and earlier, general manager at Flinders Ports in Port Adelaide.

ICHCA Australia is part of the global ICHCA network operating in over 90 countries. It plays a key role in advocating for efficient, safe, and effective cargo handling and freight movement, representing Australian industry interests in international forums and working to drive improvements across the supply chain.