



ICHCA

August - September 2025

Press Clippings

Collated by Portcare International

Press clippings relating to the following press release:

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

Distributed on 31 July 2025

1 August 2025

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

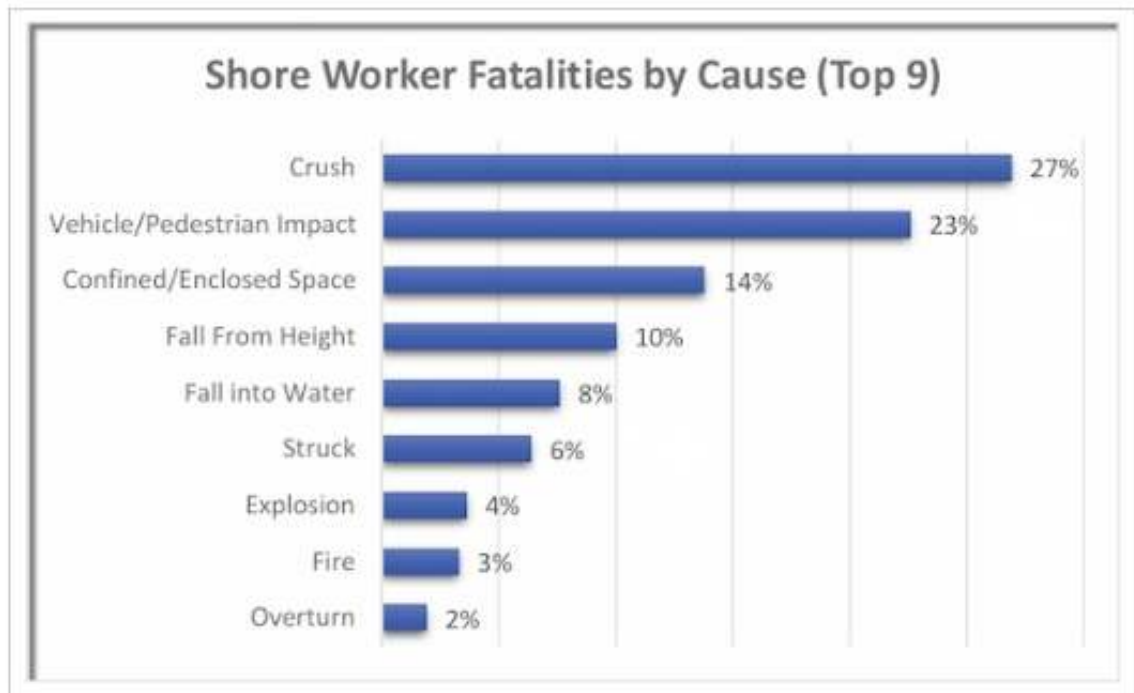
- Falls are the third highest cause of death.

- 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

8 August 2025

Fatal risks persist in port operations, says ICHCA report

Published on 08-08-2025 at 07:11



Approximately 75% of the incidents occurs during cargo operations / Illustration Shutterstock

Crush incidents, vehicle collisions, and confined space hazards remain leading causes of fatalities in ports, according to new data released by ICHCA.

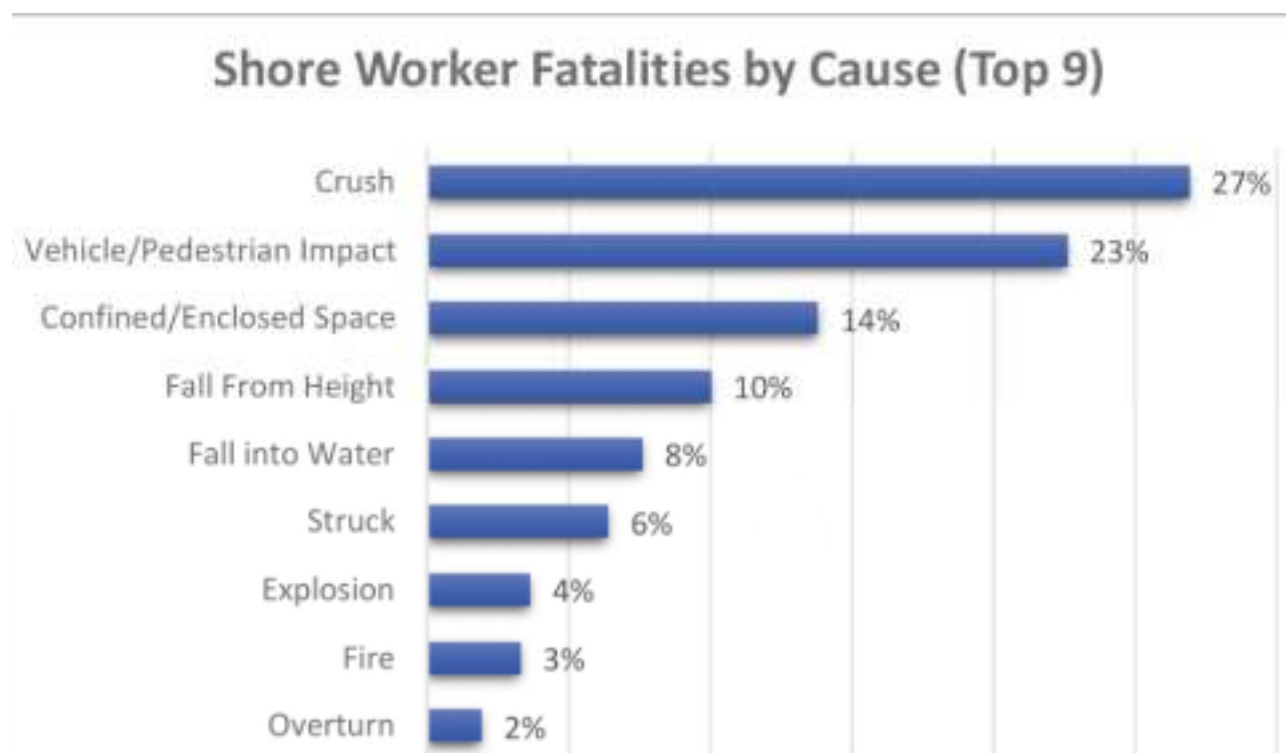
The International Cargo Handling Coordination Association (ICHCA) has published updated figures from its Severe Risks Dashboard, highlighting the most common causes of fatal incidents in shore-side cargo handling over the past 25 years. The dataset covers nearly 500 cases involving shore workers worldwide and aims to draw attention to the most persistent high-consequence hazards in the sector.

ICHCA's analysis reveals that being crushed by cargo is the leading cause of death, accounting for 27% of all recorded incidents. Vehicle and pedestrian collisions—primarily involving mobile handling equipment—represent the second most frequent cause, at 23%. Working in confined or enclosed spaces was responsible for 14% of fatalities, followed by falls from height (10%) and falls into water (8%). Other causes include being struck by equipment, explosions, fires, and overturning incidents.

Approximately 75% of the incidents occurred during cargo operations, with fatalities evenly split between vessel-based and onshore locations. ICHCA notes that while the dataset is not comprehensive, it provides a meaningful cross-section of global fatality trends in port operations.

In light of the findings, the organisation is urging terminal operators and port authorities to reassess existing safety controls, ensure procedures are implemented effectively, and actively involve workers in developing risk mitigation strategies.

“Safe organisations are sustainable organisations,” said ICHCA CEO Richard Steele, calling for “a renewed commitment to continuous improvement and knowledge sharing.”



Credit: ICHCA

Press clippings relating to the following press release:

**Safety Innovation in the Spotlight once more : Annual
Awards open to entries**

Distributed on 1 September 2025

2 September 2025

Safety Innovation in the Spotlight once more: Annual Awards open to entries

■ in International Shipping News ⓘ 02/09/2025



The inspiring technologies and bold initiatives in operational management that have typified the growing number of entries to this award over the last ten years are testimony to the industry's commitment to safety. Those wishing to join the ranks of these innovators are invited to share their ideas, successes and safety developments and enter here [Entering the TT Club Innovation in Safety Award – ICHCA International](#).

Where the full judging criteria can be studied.

In announcing the launch of the 2025 Award process, Richard Steele, CEO of ICHCA said, "We have always believed that all our innovators who put forward their initiatives deserve recognition and praise; not just those that eventually achieve highly commended or winner status. As such, we will use our Membership support and widespread industry coverage to help share all our entrants' ideas throughout the coming year in line with our avowed policy of shared knowledge and cooperation among cargo handlers worldwide."

The TT Club Innovation in Safety Award is open to an individual, team or company involved in cargo handling or logistics operations, or a supplier to such organizations. Entrants must show that their product, idea, solution, process, scheme or other initiative has resulted in a demonstrable improvement in safety and complete their entry by 14 November 2025. Winners across four distinct categories will be announced, and all innovators celebrated at a ceremony in London in late February next year.

Past winners have ranged from individual entrepreneurs and specialist suppliers to employee teams in major industry businesses and have included the International Transport Workers' Federation and ITF Seafarers' Trust; Ram Spreaders; SSA Marine; Straatman Mooring Systems; Viking Hydro-Pen; APM Terminals; Tank Container Temperature Monitoring; Hapag Lloyd's Cargo Patrol; Cargotec and many others over the ten years that the awards have been running.

"At TT Club, we've seen first-hand the real impact innovation can have on safety in cargo handling. Many past award entrants have gone on to make tangible improvements to on-site safety," says Mike Yarwood, TT Club's Managing Director of Loss Prevention. "I'm once again excited to see the new entries we'll receive this year—knowing that any one of them could represent the next big leap in protecting workers."

Developing technologies combined with knowledge and experience at all levels of an organization can significantly enhance risk mitigation and improve industry safety standards. The opportunity exists not just to prevent headline grabbing events, but also day-to-day incidents that may be less in the media spotlight but can affect both shore-side workers and ships' crew. While recognising the more outstanding initiatives aimed at safety enhancement these awards also shine a light on all the innovations that also address these day-to-day issues.

"We are pleased to have the opportunity to spotlight the passion and creativity of our safety innovators no matter their size or available resource," concluded Steele. "Every year we speak to people who have genuinely innovated, but just see it as part of their job. We urge all those who have made positive changes to the way they do safety to enter this year's Award to help spread the good news."

Source: ICHCA International

2 September 2025

TT Club Innovation in Safety Award 2025 – Open for Entries

News

Published: Sep 2, 2025



Entries are now open for the 2025 TT Club Innovation in Safety Award, delivered by ICHCA International with the support of long-standing sponsor TT Club.

PSS is delighted to announce that the 2025 award winner will also be invited to present their innovation at the PSS Innovation in Ports Event in 2026. This provides a unique platform for innovators to showcase their work to leaders across the ports and maritime sector, inspiring further improvements in safety and collaboration.

Now in their eleventh year, the awards shine a spotlight on the technologies, initiatives, and operational practices that are transforming safety in cargo handling and logistics. Entries are open to individuals, teams, companies, and suppliers, with submissions due by 14 November 2025.

Enter here [Entering the TT Club Innovation in Safety Award](#). Where the full judging criteria can be studied.

9 September 2025

Entries open for Innovation in Safety Award

Published on 09-09-2025 at 09:57



Illustration Shutterstock

Entries are now open for this year's TT Club-sponsored Innovation in Safety Award, organised in collaboration with the International Cargo Handling Coordination Association (ICHCA).

Announcing the launch of the 2025 Award process, Richard Steele, CEO of ICHCA, said: "We have always believed that all our innovators who put forward their initiatives deserve recognition and praise, not just those that eventually achieve highly commended or winner status. As such, we will use our membership support and industry-wide coverage to help share all our entrants' ideas throughout the coming year, in line with our stated policy of shared knowledge and cooperation among cargo handlers worldwide."

The award is open to individuals, teams or companies involved in cargo handling or logistics operations, as well as suppliers to such organisations. Entrants must demonstrate that their product, idea, solution, process, scheme or other initiative has led to a measurable improvement in safety, with submissions due by 14 November 2025. Winners will be announced across four categories, with all innovators recognised at a ceremony in London in late February 2026.

Previous winners have ranged from individual entrepreneurs and specialist suppliers to employee teams in major industry businesses. Past recipients include the International Transport Workers' Federation and ITF Seafarers'

Trust, Ram Spreaders, SSA Marine, Straatman Mooring Systems, Viking Hydro-Pen, APM Terminals, Tank Container Temperature Monitoring, Hapag-Lloyd's Cargo Patrol, Cargotec and others over the ten years the awards have been held.

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The judging criteria and entry form can be accessed [HERE](#).

Press clippings relating to the following press release:

Leading supplier of crane cabins joins ICHCA

Distributed on 10 September 2025

11 September 2025



Leading supplier of crane cabins Metagro joins ICHCA

🕒 Sep 11, 2025 📄 India Shipping News

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KENT: **Metagro** and **ICHCA** share a very clear vision to practice all aspects of global cargo handling in a safe, efficient, productive and environmentally responsible way. High-quality precision equipment and best operating practices are key to achieving and maintaining this vision. ICHCA is therefore delighted to announce the crane cabin and operating chair manufacturer as a new Member.

Speaking on behalf of Metagro, **Andreas van Meeteren, Commercial Director** commented, *"We are constantly seeking to improve crane productivity and operator welfare. Above all we strive for the highest standard of safety. In this we recognise the goals of ICHCA are in line with our own. Moreover, we believe progress on all three fronts can only be achieved by close cooperation and knowledge transfer with the end-users of our equipment. The ICHCA Membership encompasses terminal operators and workforce representatives and thus provide us with a perfect forum for such discussions."*

Metagro envisions a future where ergonomics and technology come together to support operators worldwide. Its workstations and cabins are designed not only to meet today's requirements, but also anticipate future developments. By continuous innovation and investment in ergonomics, the aim is to achieve a situation where every operator can work safely, comfortably and efficiently.

Metagro is well-known throughout the industry for supplying the unique cabin roof mounted Ergoseat, used in container handling throughout the world for decades. Having amalgamated with Merford, the original developer of this ergonomic crane control station, Metagro continues to refine its design to give operators more visibility and ergonomic flexibility resulting in greater productivity and less physical stress.

ICHCA is well-placed to assist Metagro in achieving its goals as it is proud to have a diverse cadre of members. This fuels not just the strength but also a union of purpose, and is vital in enabling ICHCA to be a relevant influence across all aspects of safety throughout the cargo handling industry and around the world.

*"We welcome the addition of Metagro to our professional community. A member which has such a clear commitment to safety and is proactively striving for the health and safety of the workforce is a considerable asset to ICHCA in achieving true collaboration between all parties involved in our sector, said **Richard Steele, ICHCA's CEO**. "The multi-faceted working environment of the cargo handling industry needs such teamwork in bringing beneficial solutions to the industry's risk mitigation challenges."*

12 September 2025

Metagro joins the International Cargo Handling Organization

By **Carlos Nieves**

September 12, 2025



Metagro, a designer and manufacturer of crane cabs and operating chairs, has joined the ranks of the International Cargo Handling Organization (Ichca).

The company, with more than 25 years in the field, is committed to improving the safe working environment for all those who handle cargo throughout the international maritime supply chain.

In this regard, Andreas van Meeteren, Commercial Director of Metagro, commented that “we are constantly looking to improve the productivity of cranes and the well-being of operators. Above all, we strive for the highest level of safety. In this sense, we recognize that Ichca’s objectives coincide with ours.”

“In addition, we believe that progress on these three fronts can only be achieved through close collaboration and knowledge transfer with the end users of our teams. Ichca’s membership

encompasses terminal operators and staff representatives, which provides us with an ideal forum for these conversations,” he added.

In this context, Ichca indicated that “Metagro envisions a future where ergonomics and technology come together to support operators around the world. Its workstations and cabins are designed not only to meet today’s needs, but also to anticipate future developments. Through continuous innovation and investment in ergonomics, the goal is to achieve a situation where every operator can work safely, comfortably and efficiently.”

“Metagro is recognized in the industry for supplying the unique Ergoseat, mounted on the cab ceiling, used for decades in container handling around the world. After merging with Merford, the original developer of this ergonomic crane control station, Metagro continues to refine its design to provide operators with greater visibility and ergonomic flexibility, resulting in increased productivity and reduced physical stress,” he added.

In this regard, Ichca indicated that he is in a privileged position to help Metagro achieve its goals, as “it is proud to have a diverse group of members. This drives not only strength, but also unity of purpose, and is vital for Ichca to have a relevant influence on all aspects of safety in the cargo handling industry and around the world,” he stressed.

“We welcome the addition of Metagro to our professional community. A member with such a clear commitment to safety and proactively striving for the health and safety of its employees is a valuable asset to ICHCA, as it contributes to true collaboration between all parties involved in our industry,” said Richard Steele, CEO of Ichca.

“The cargo handling industry’s multifaceted work environment requires this teamwork to bring beneficial solutions to the industry’s risk mitigation challenges,” he concluded.

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Other press coverage collated during the period

August - September 2025

11 September 2025

Michael Simms
ICHCA Australia - Australia



Michael Simms

Long-time member of International Cargo Handling Co-ordination Association (ICHCA) - Australia, Michael Simms, has stepped down from his role as director of the organisation.

Simms has also retired from his position as cargo manager group business development at Flinders Port Holdings (FPH).

Simms has been member of the ICHCA South Australia State Committee for more than 20 years and has been a board member for ICHCA Australia for almost seven years.

ICHCA Australia says Simms has been "instrumental in organising more than 35 successful ICHCA SA events and annual conferences" during his time with the group.

"The board of ICHCA Australia would like to thank him for his enthusiasm and effort and wish him well in his retirement," it states.

17 September 2025

Measuring safety in ports and terminals

Published on 17-09-2025 at 07:30



Peel Ports has produced a series of videos on its “Golden Life Saving Rules”, including safety for working at heights Peel Ports

There is a need to improve safety levels in ports and terminals. Gathering data and benchmarking procedures and incidents is one way of achieving this, but there are challenges.

“There is no common metric for measuring safety,” said Mike Yarwood, managing director, Loss Prevention at TT Club Mutual Insurance, the industry’s leading insurer of containers, intermodal and cargo handling equipment. “Is it having to report a safety incident over 30 days, 60 days or even a year? The landscape of risks is also forever changing, whether it be for corporate and profitability reasons, operational circumstances and/or because of new technologies.”

He stressed: “To adequately benchmark safety, there is a need to standardise issues, such as incident reporting, and to efficiently transfer data about them. I believe standardisation can provide learning opportunities for our industry and contribute to improved levels of safety.”

Keeping data

Yarwood made these comments while introducing the session on 'Benchmarking Safety Performance' in the Safety Village at TOC Europe 2025 held in Rotterdam in mid-June.

Richard Steele, CEO of ICHCA International, the International Cargo Handling Coordination Association, agreed with Yarwood. "Our association is completely focused on health and safety. We draw statistics from the industry and have information on over 600 fatal incidents spanning 24 years. Maybe using Artificial Intelligence would make all of this detailed data more useful and accessible to the industry."

Sharing experiences

Steele highlighted the use of data, such as near misses, fatalities, hours lost to injuries and how this compares with other industries as being important in setting benchmarking criteria. "A key thing that our industry can do is to agree common good practices and then use them to raise standards across the industry."

Chris Ingham, Group EHS Director of Peel Ports Group, which operates 18 terminals in the UK and Ireland, handling in excess of 70 million tonnes of cargo a year, also cited the importance of collaboration.

"When it comes to safety, we are not competing with other ports/terminals," he said. "By partnering and exchanging information on safety issues, you can always learn something, and that is important to us as a business."

He outlined the significance of Peel Ports' recently launched three-year strategy, "The Journey to Zero Harm", which encompasses the group's five 'Golden Life Saving Rules':

- Drive safely – always wear a seat belt and obey site rules when driving
- Line of fire – always abide by pedestrian segregation and separation - requirements
- Suspended loads – never stand or pass under a moving or suspended load
- Working at height – never work at height without a suitable risk assessment and protection from a fall
- Working near water – always wear a life jacket when working within 1.5m of an unguarded water's edge
- Work responsibly – never breach the Group's alcohol and drugs policy; always comply with all permit to work and safe systems of work requirements; never defeat interlocks and safety devices.

"Ensuring that the people who work, visit and use our sites return home safely every day is our number one priority and the guiding principle behind each decision we take," continued Ingham. "It's vital that you address and put right those critical safety issues and then build on that. It's also important to carry

out checks, for instance, on machinery before it is deployed, and on ships before stevedores are dispatched, as this can reduce the risk of an accident occurring.”

Benchmarking and standards

One of the most important benefits of benchmarking safety, according to Steele, is its ability to show any organisation where it sits in relation to its peers. “Benchmarking allows companies to fill in gaps and meet challenges in their safety programmes. It can contribute to more efficient and cost-effective operations,” he said. “Have an accident and see just how costly that can be, both monetarily and reputationally.”

Representing equipment manufacturers and suppliers on the panel was Neil Griffiths, director, Service Agreements, Konecranes. He said: “Benchmarking is important as it helps us understand where we are and how our equipment is perceived in the market. It is also helpful in feeding information to us that can be used to refine and improve existing equipment and design new machines that are even safer.”

He explained that Konecranes regularly analyses and simulates conditions, such as weather, in which its machines operate and how that can compromise safety. “We then work on designs to eliminate that risk. A large part of our focus now is to fit smart devices on equipment and take stress away from drivers. It is also to make the machines driverless and put the operators in remote stations. Taking people out of the yard is probably the safest option of all.”

Safety culture

All of the panellists agreed that safety was a journey and that it was incumbent on every individual to take due care and responsibility.

Steele used the analogy of riding a bicycle, saying: “Stop pedalling and you fall off. It’s the same with safety. You have to keep working on safety to ensure standards are raised and the risk of accidents occurring is minimised.”

Ingham said: “The whole workforce needs to be empowered when it comes to safety. That means from the very top management to the shop floor. A culture needs to be embedded where if an employee views it is unsafe to work, work is stopped until it is safe to do so.”

While benchmarking can help determine companies’ future safety practices, implementation has its challenges. Steele was one of the panellists to question whether sufficient resources were available in some organisations to make the changes. “There are issues around what to measure and whether this ties in with the business, the confidentiality of data being shared and engaging all personnel to be involved in the process.”

There has been a general reduction in the number of accidents and fatalities in ports/terminals. Although, unfortunately, incidents will occur and certain personnel will take risks.

However, with organisations such as ICHCA and the TT Club, along with growing numbers of terminals and equipment manufacturers, embedding a culture of safety into their businesses and design of machines, the hope is that a further and significant decline in accidents will take place.

Addressing the problem

One of the big challenges in embracing technology that can help prevent accidents is a lack of transparency about the root cause of these events. Generally speaking, terminal operators do not want to comment when there is an accident, particularly where there are questions of liability to consider.

Earlier this year, there was an accident at Global Container Terminals' Vanterm facility in Vancouver, British Columbia, where an RTG driver knocked a container off the stack into the truck lane under the RTG. The container landed on the chassis of a waiting road truck. The driver was not injured. Local media sought comments from the terminal operator, the Port of Vancouver and the WorkSafeBC agency.

As ports are federally regulated, WorkSafe BC has no role in investigating the incident. The Port Transportation Association (PTA), an organisation representing drayage truckers, was extremely concerned about the near miss. It shared footage from another trucker with media outlet The Daily Hive that shows the RTG operator trolleying backwards over the stack with a suspended container not hoisted to the top position. The load struck another container, which fell off the stack onto the chassis.

The PTA is obviously concerned for its members and asked how such an incident can be prevented from happening again. With no transparency around any investigation into the incident, that question is almost impossible to answer. WorldCargo News has sought to obtain reports on accidents in Vancouver and Montreal, but without success. Sadly, useful information is only available when there is a fatality, or a lawsuit.

**This story first appeared in the July/August print issue of WorldCargo News*