

# **ICHCA**

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## **INTERNATIONAL**

**The voice of global cargo handling**

PREMIUM MEMBERS:



**MAERSK**

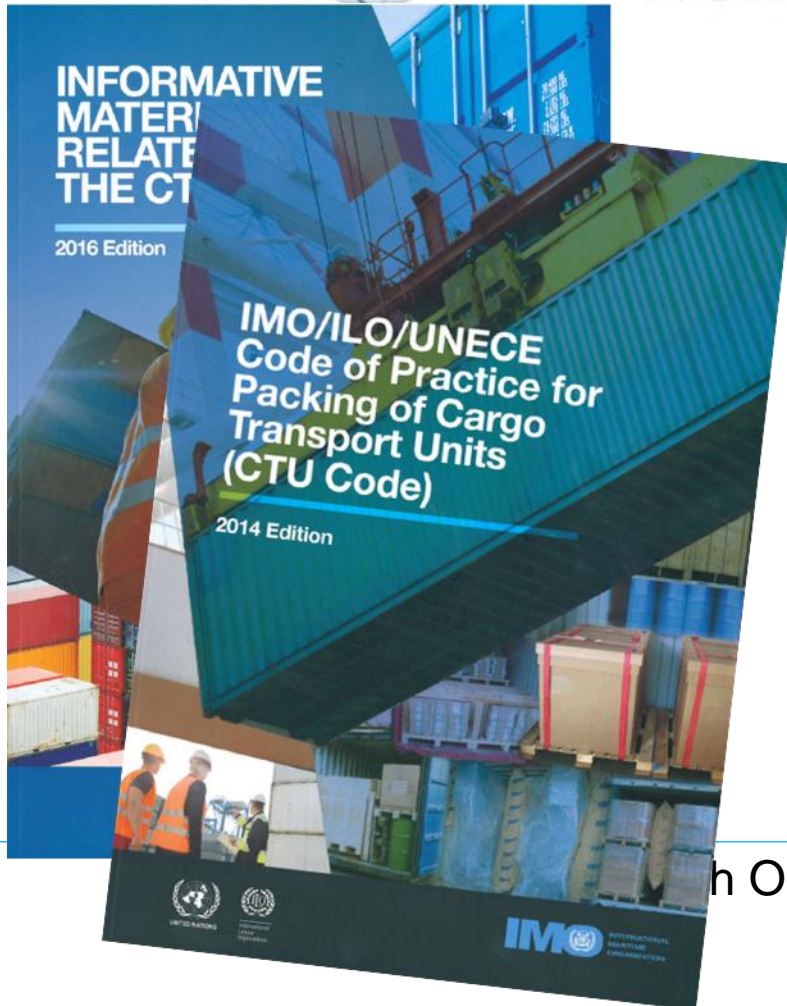


**HPH**



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Captain Richard W A Brough O.B.E., B.A. Head of ICHCA International



# WHY IS THE CTU CODE SO IMPORTANT?

John O.B.E., B.A. Head of ICHCA International

# Train de-railments



# Vehicle Roll-overs



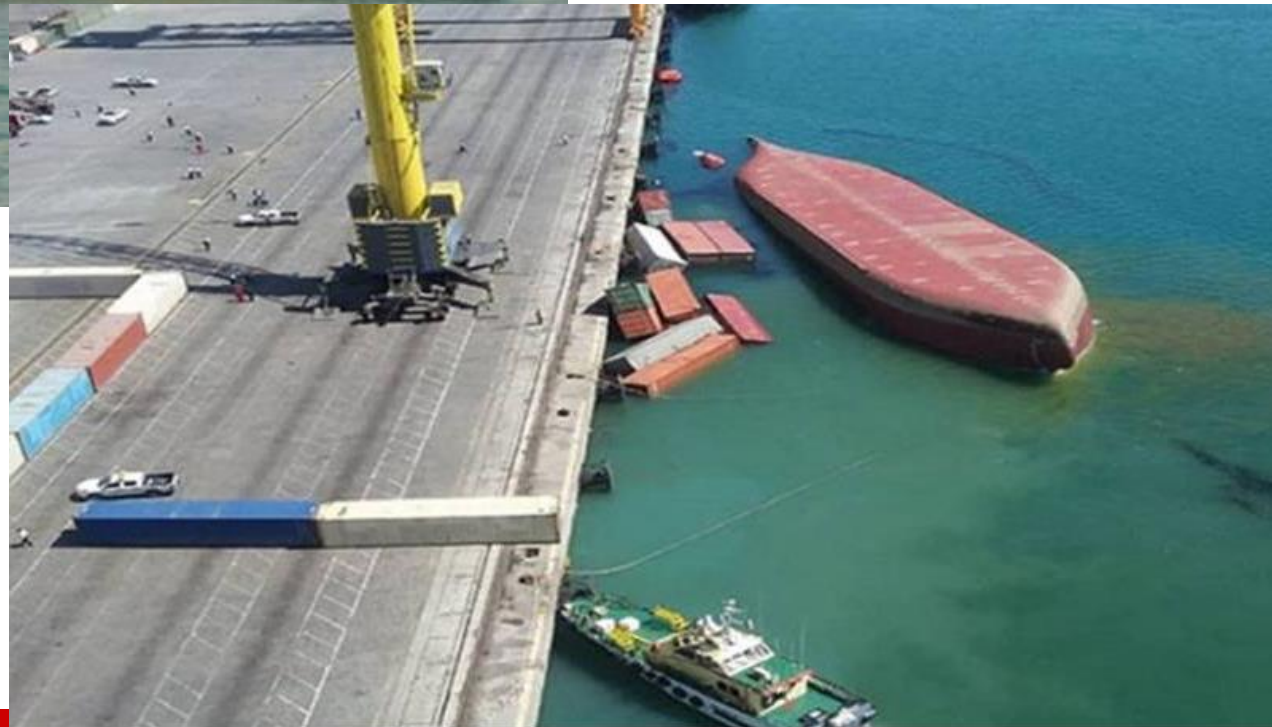
A frequent occurrence !

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**PACK IT IN!**



# Vessel Capsizings and lost containers



# Ship fires on the increase.....



Every 30 days



A major vessel fire every 30 days

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# And what causes these??



**Dangerous Goods either not declared or  
misdeclared**





Non- dangerous goods can become dangerous !

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Shippers often misdeclare goods



Or use inadequate CTUs!



..and take no account of packing and securing requirements



And take extraordinary risks !

But clearly a problem here !







# CARGO INTEGRITY

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And this is definitely bad practice – but all too common unfortunately



# Lack of cleanliness



Industry and govt response to poor selection, packing and securing often leading to serious cargo damage and even loss of life

# Dangerous Goods





And do not pick the right kind of container



# Dangerous Goods





So we have to protect people....







# No ! we need prodding.....?

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MSC.1/Circ.1442  
1 June 2012

## **INSPECTION PROGRAMMES FOR CARGO TRANSPORT UNITS CARRYING DANGEROUS GOODS**

1        The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), noted that Member Government reports, submitted in accordance with the format set out in annex 2 to this circular, on inspections of cargo transport units (CTUs), as they are defined in chapter 1.2 of the IMDG Code, carrying dangerous goods for international transport by sea, could benefit by having guidance on how to conduct the inspections being reported. Inspection procedures and protocols may vary, depending on the specific type of CTU, on how it is presented for inspection (e.g. whether mounted on chassis or grounded), and on the need for additional precautions dependent upon the specific nature of the dangerous goods (e.g. radioactive, explosive, inhalation hazard).

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Empirical Evidence is hard to obtain but just looking at stowage and securing of cargo in freight containers..



How many possible movements per annum with DGs?

**5,400,000**

So how many is that with a serious deficiency based on IMO stats?

**1,160,000**

**If we extrapolate that to all cargoes the figure could be as high as?**

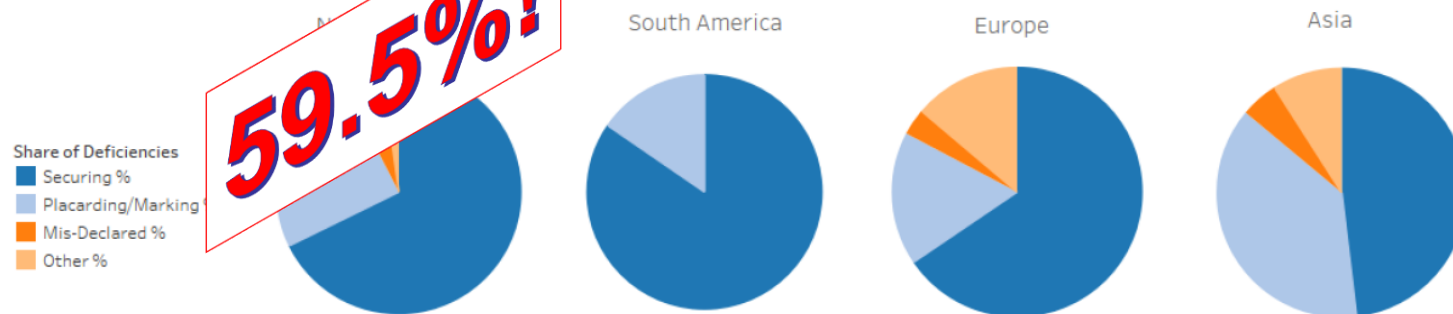
**21,600,000**

# The challenge is huge.....?

ANNEX

Container Inspection Safety Initiative

Load Port Region	Number of units inspected	Units with deficiencies		Type of deficiencies (number of units)				Total of deficiencies
		Number	Percentage	Securing	Placarding and marking CTUs	Mis-declared	Other	
North America	166	78	47%	63	23	5	2	93
South America	60	34	57%	33	6	0	0	39
Europe	104	65	63%	57	15	3	12	87
Asia	291	192	66%	128	101	13	24	266
Oceania	2	1	50%	1	0	0	0	1
Africa	2	2	100%	1	0	0	1	2
<b>Total</b>	<b>625</b>	<b>372</b>	<b>59.5%</b>	<b>283</b>	<b>145</b>	<b>21</b>	<b>39</b>	<b>488</b>



# And next.....?

- Review of IMDG Special Provisions (trigger was Charcoal)
  - Review of IMO Recommendations on Handling /Storage DGs
  - MSC Circ 1442 revision is underway to include ALL cargo and CTU Types and reporting from NGOs
  - Review /Update of the IMO/ILO/UNECE CTU Code and annexes
  - Possible “APP” to be developed
-

# Cargo Integrity Group

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**TT CLUB**



11 Important industry outcomes; many in conjunction with International Regulatory Bodies

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- Develop messages and content for info documents to raise awareness
  - Investigate if existing “terms of carriage” can be amended to adhere to CTU
  - Support the revision cycle from the industry
  - Support IMO/ILO/UNECE specifically in their endeavours
  - Develop submission to revise handling and storage of DG’s (Marine SPs)
  - Mapping between UN DG Nos and HS Codes to remove confusion
  - Contribute to WCO SAFE programme
  - Consolidate guidance for CTU bookings screening
  - Support work at IMO’s CCC on CTU Inspections
  - Support guidance on prevention of pest contamination
-

**CONTAINER PACKING CHECKLIST**  
**A Checklist for the Safe Packing and of Sea Containers**  
**and Avoidance of Pest Contamination**

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		YES	NO	N/A	CTU Code Guidance*
<b>The packing area</b>					
1	Is smoking, eating and drinking banned during packing, securing and unpacking operations				-
2	Is the type of container appropriate for the cargo to be carried?				<a href="#">Ch 8.3</a>
3	Is the Container positioned so that it can be accessed safely?				<a href="#">Ch 8.3</a> <a href="#">Annex 5, S2</a>
4	Have steps been taken to avoid contamination by pests?				<a href="#">Ch 8.2.4</a> <a href="#">Annex 6</a>
5	Has a packing plan been prepared showing the arrangements of goods in the Container?				<a href="#">Annex 7 S1</a>
6	Are the maximum permitted payload limits of the Container sufficient for the intended load?				<a href="#">Annex 4 S2</a>
7	Do all timber pallets, dunnage or other wooden packing material meet ISPM-15 standards and show the required markings?				<a href="#">Annex 7 S2</a>
8	Have staff assigned to pack the container been trained to understand the practices of safe loading and avoidance of pest contamination				<a href="#">Ch 13</a> <a href="#">Annex 10</a>
<b>Container condition</b>					
9	Does the container interior show signs of damage, infestation by pests or previous cargo residues, such as water ingress, rust, residues, stains or debris?				<a href="#">Annex 6</a>
10	Is the container exterior free of soil, or other visible infestation by pests?				<a href="#">Annex 6</a>
<b>Packing the container</b>					
11	Has the heaviest cargo been packed at the bottom of the container with any lighter weight cargo on top?				<a href="#">Annex 7 S4</a>

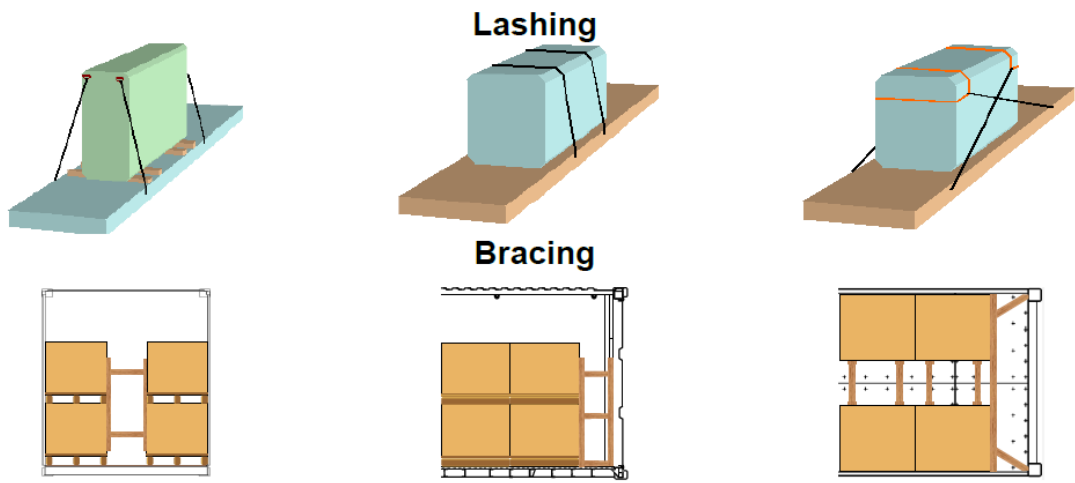
# Cargo Integrity Group

**6. CTU condition checks**

1.4 In addition, the general public may be at risk from a poorly packed CTU resulting in a road accident or train derailment. Just how important it is to ensure cargo is

Informative

1.6 Planning and execution



from consignor to consignee.

These include:



# Thank you

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