

## ICHCA Australia Member Information Update November 2016



The International Cargo Handling Coordination Association (ICHCA), founded in 1952, is an independent, not-for-profit organisation dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement by all modes and through all phases of national and international supply chains.

ICHCA International's privileged non-government organisation (NGO) status enables it to represent its members, and the cargo handling industry at large, in front of national and international agencies and regulatory bodies.

ISP – ICHCA's Technical Panel – provides technical advice and publications on a wide range of practical cargo handling issues, while its Technical Advice Service provides members with recommendations on a wide range of cargo handling and transport issues, drawing on the experience and expertise of the ICHCA global member community.

ICHCA International operates through a series of autonomous national and regional chapters – including ICHCA Australia, ICHCA Japan and ICHCA Canarias/Africa (CARC) – plus Correspondence and Working Groups to provide a focal point for informing, educating, shaping, facilitating and sharing industry knowledge across the global cargo handling community.

ICHCA members are encouraged to give their views to the organisation on international matters due to be considered, thereby enabling those views to be put forward for discussion. As the only NGO representing the cargo handling sector with various UN agencies, it is vital that we have a wide view from the industry. Members can take part by:

- Sending in technical queries or responding to same when circulated;
- Reporting incidents and near misses, with sufficient detail for us to circulate a prevention message;

- Contributing to ICHCA correspondence groups;
- Attending sessions of IMO, ILO, UNECE and other UN bodies;
- Attending meetings of ISP – ICHCA's Technical Panel, or other technical seminars;
- Suggesting topics for discussion at ISP or presenting at technical seminars;
- Forwarding articles and other works for publication or consideration.

### Verification of Container Weights

ICHCA International was heavily involved in the issues around new IMO SOLAS legislation on Verification of Container Weights which came into force on 1 July 2016.

ICHCA Australia has also conducted a series of industry forums to encourage greater dialogue and awareness of this important matter that will affect all members in the supply chain. These forums included information and discussion of the Code of Practice on Packing of Cargo Transport Units.

### IMO/ILO/UNECE Code of Practice on Packing of Cargo Transport Unit (CTU)

The CTU Packing Code has now been published and is available to download from the UNECE website. A separate download contains the so-called "Informative Materials" which are not formally part of the Code itself, but nevertheless contain vital supportive information such as the "Quick Lashing Guides". Links to the UNECE downloads can be found at <http://www.unece.org/trans/wp24/guidelinespackingctus/intro.html>



ICHCA and its members have been heavily involved in developing the Code content by commenting on the various drafts and participating in meetings of the "Group of Experts" held in Geneva.

Under the banner "Pack it in!" ICHCA is also launching a web-based information section to provide its members with the information they need to comply with the code.

ICHCA member Exis Technologies has produced an excellent introductory course to CTU Packing called "CTU-Pack", delivered by e-learning and

available to members at a 15% discount through ICHCA. Contact [helen.coffey@ichca.com](mailto:helen.coffey@ichca.com) for more details.

### Development of Material for Promoting a Culture of Safety in the Supply Chain

An IMO Correspondence Group has been established under the co-ordination of the Maritime & Coastguard Agency (MCA) in the UK on "Development of Material for Promoting a Culture of Safety in the Supply Chain". The aim of the group is to consider how participants in the supply chain can effect a "culture change" and accept their roles and responsibilities towards compliance with the Code.

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This matter was discussed in detail at ICHCA's various CTU Roadshows and the report has been submitted by the MCA for consideration at IMO's CCC2 meeting.

IMO has also approved an update to its "Model Course 3.18 on Safe Packing of CTUs".

### **Container Lashings and Securing**

Over the years, ICHCA has been heavily involved in amendments to IMO's CSS Code (Code of Safe Practice for Cargo Stowage and Securing), intended to ensure that vessels are safer for lashing and securing personnel. Annex 14 to the Code has now been completely revised and covers such matters as:

- Fencing
- Cargo Safe Access Plans
- Lashing positions
- Training and familiarisation Manholes
- Responsibilities
- Ladders
- Risk assessments
- Twist lock and lashing rod design
- Provisions for safe access
- Storage bins
- Operational and maintenance procedures.

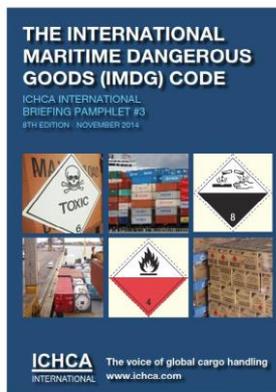
ICHCA is delighted that IMO has finally approved this revision, details of which are contained in MSC.1/Circ.1352/Rev 1 issued on 15 December 2014. Importantly, new vessels with keels laid after 1 January 2015 must comply with its provisions immediately. Older vessels must comply as much as possible.

### **Contaminated Container Refrigerants**

Following an earlier submission jointly by USA and ICHCA, there is now heightened awareness at IMO about incidents with contaminated refrigerant in reefer containers. Future measures will be included in various international instruments, particularly the IMDG Code. IMO has also requested that IICL (the Institute of International Container Lessors) develop industry best practice guidelines.

The American Society of Heating, Refrigerating and Air-Conditioning Engineers ASHRAE has concluded its research and this is now being independently reviewed both by AHRI, the Air Conditioning, Heating and Refrigeration Institute, and by CRT (Cambridge Refrigeration Technologies). Once the review is completed, the IMO Correspondence Group on this topic, of which ICHCA is part, will continue its work on "Best Practices for Preventing the Use of Counterfeit Refrigerants".

## Dangerous Goods



IMO's Carriage of Cargoes and Containers (CCC) sub-committee is to receive reports on dangerous goods non-compliance in containers and other cargo transport units (CTUs) discovered by inspectors in nation states of IMO. Copies of the Code, which is available in various formats, can be obtained by members at a discount through ICHCA.

Exis Technologies also produces a range of training materials for IMDG compliance, covering both sea and shore side responsibilities, and these can be obtained by members through ICHCA at a 15% discount on published prices.

## ACEP international database

The recently adopted Guidelines for Approved Continuous Examination Programme (ACEP) Schemes will require all companies operating fleets of containers to publish the data on their scheme on an international database that will be partly open to the public.

ICHCA worked on this development, which is headed up by the USA's maritime administration (US Coastguard). After much debate at IMO, the proposal from BIC (Bureau International des Containers et du Transport Intermodal) to run the scheme on IMO's behalf was accepted.

ICHCA "sampled" the data by acting as a member of the public during the database's development and contributed, along with member comments, to a further intersessional IMO correspondence group to improve the scheme proposal and develop a "Users Guide".

While BIC's ACEP database is still in the roll-out phase, it is already operational and can be accessed at [www.bic-acep.org](http://www.bic-acep.org).

## Ships' Lifting Appliances

After a long campaign, ICHCA is delighted that IMO's Maritime Safety Committee (MSC) has finally approved the work to develop mandatory SOLAS requirements for safety of on-board lifting appliances and winches.

A set of accompanying guidelines will also be developed to cover:

- Application
- Definitions
- Design, construction and installation
- Examinations and inspections
- Maintenance
- Documentation
- Training
- Operation

The Inter-Sessional Correspondence Group on this topic re-convened under the coordination of Japan, is currently charged with developing the SOLAS Amendment and Draft Guidelines and will report back to MSC sub-committee SSE (Ship Systems and Equipment).

Many members have assisted ICHCA with producing data and information for this important topic and several are working with us in the Correspondence Group.

ICHCA's data revealed that there were over 200 incidents in the last 10 years over and above those reported to IMO. Many of these led to serious injuries to shore side and seagoing personnel, with nine fatalities.

### Safety information signs in airports and marine terminals



IMO is updating the current guidance document and ICHCA has submitted proposals for inclusion and commented on technical amendments. For example, the standard sign for "pedestrian walkways", which is important for marine terminals, was not included in the publication.

### Solid bulk cargoes



In 2011, IMO's Marine Environment Protection Committee (MEPC) adopted amendments to Annex V of the 1978 International Convention for the Prevention of Pollution from Ships (MARPOL). The amended MARPOL Annex V, which came into force on 1 January 2013, created a new definition for "cargo residues" and laid down regulations for the discharge of these residues into the sea. If the bulk cargo in question has been designated as "harmful to the marine environment", its discharge into the sea is prohibited. Such classification is made against the HME (Harmful to the Marine Environment) criteria, including items such as "toxicity" "carcinogenicity", "mutagenicity" etc. These criteria should be determined by the shipper of the goods and duly declared.

As from 1 January 2013, discharge ports are expected to provide port reception facilities (PRFs) for such cargo residues, including all hold washing water.

In 2012, Intercargo (the International Association of Dry Bulk Shipowners) and other delegations to IMO expressed their concern during the MEPC 64 and DSC 17 meetings that ports were simply not ready to meet such an obligation. A subsequent survey by the International Council on Mining and Metals (ICMM), covering its members who ship metal concentrates likely to be classified as harmful (i.e. lead, zinc, copper and nickel), revealed that out of 55 ports who handle these cargoes, only 20% were PRFs ready. In



addition, many shippers had not yet classified their cargoes. The MEPC therefore agreed to an interim measure that allowed more time for shippers to get to grips with their cargo declarations. Although this expired at the end of December 2014, IMO's MEPC.1-Circ.810 provides dispensation until 31 December 2015 for discharging wash water containing HME where PRFs are deemed to be inadequate.

A copy of the IMO circular can be downloaded from the IMO website. Intercargo has produced a useful summary of the Amendment which is available on its website at [www.intercargo.org](http://www.intercargo.org).

## Safe Mooring

The topic of safe mooring operations has been touched upon at several recent meetings of ICHCA's ISP Technical panel, especially as it relates to the safety of personnel and rescue from water if there is a mishap. There is considerable international concern at



present over fatalities and serious injuries sustained by shore side and seagoing personnel alike from breaking mooring ropes, especially where personnel are standing in the "snap-back zone".

A confidential survey carried out by ICHCA International on behalf of one of our members has reinforced our concerns over the extent of the problem. A group of delegations to IMO has also raised concerns that while vessel sizes are increasing dramatically, mooring arrangements on board are not improving commensurately.

The Japanese Government is similarly concerned about shore side arrangements and has asked ICHCA for support to get these measures widened out, which we have done.

Accordingly, ICHCA will be attending the next meeting of IMO's Ship Design and Construction (SDC) Sub-Committee to commence this work.

## Correspondence Groups (CGs)

From time to time ICHCA convenes internal Correspondence Groups (CGs) drawn from interested members and/or members of the ISP Technical Panel to assist with developments, publications etc. Current CGs in session are:

- Code for Packing of CTUs – Development of Material for Promoting a Culture of Safety in the Supply Chain
- Best Practice for Preventing the Use of Counterfeit Refrigerants
- Safety Information Signs in Airports and Marine Terminals
- Global ACEP Database and User Guide
- Safe Mooring Systems
- IMO Type Portable Tanks
- SOLAS Amendment and Guidelines for On-board Lifting Appliances and Winches.

ICHCA is now going to establish a new CG to consider issues around lashing of containers, Other recent groups deliberated on Thorough Examinations, Ships Lifting Appliances and ACEPs but these are not operating at the moment.

Any member wishing to join a group should contact the Technical Adviser on [rwab@broughmarine.co.uk](mailto:rwab@broughmarine.co.uk)

### Standards Australia

ICHCA Australia is represented in Standards Australia Technical Committee ME-068, Freight Containers

### International Conference

The ICHCA International 65<sup>th</sup> Anniversary Conference will be held in October 2017 in Las Palmas, Canary Islands, Spain. The conference will give ICHCA members the chance to get up to speed on the association's work on a global level and have a say at the ICHCA International AGM which will be held during the conference.



### For further information contact:

Peter van Duyn

Company Secretary, ICHCA Australia

m: +61 419 370332 | E: [peter.van-duyn@ichca.com](mailto:peter.van-duyn@ichca.com)



ICHCA Australia Ltd

492 George Street, Fitzroy Vic 3065

ABN 68 098 986 666

[www.ichca-australia.com](http://www.ichca-australia.com)