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### 1. New fire suppression technology - TT Club arranges 10% discount for Members

In a recent press release the TT Club strongly urged all operators of mobile equipment to be aware of the risk of hydraulic fires. Laurence Jones, the TT Club's Director Global Risk Assessment said, 'Mobile equipment fires are widespread at ports and terminals. In the last two years, the TT Club has received about fifty claims resulting from hydraulic fires in mobile equipment.'

The cause of these fires is often hydraulic oil coming into contact with hot machine components, having escaped through burst hoses or leaking fittings. All mobile equipment using hydraulics are at risk, including reach stackers, lift trucks, fork lifts, straddle carriers, rubber-tyred gantry cranes, mobile cranes, tractor units and trucks. The risk of fire can be significantly reduced when the manufacturers' recommendations are followed - which will include regular inspections, cleaning and maintenance, and replacement of the hydraulic hoses and connections. Only approved, high quality hydraulic hoses and fittings, complying with recognised international standards should be used. Furthermore, given the frequency with which these fires happen in mobile equipment, it may be appropriate to modify the units to ensure all hydraulic hoses and components are segregated and covered with a protective material to stop any hydraulic leaks spraying onto the electrical systems or hot components.

Fire suppression systems are not commonly installed in equipment of this nature, although the result of fire damage is frequently a write-off of the unit. This is because until now the cost of a suppression system in, for example, a heavy lift truck could be US\$8,000. However, a recent technology development enables fire suppression to be installed at a cost in the region of US\$500, depending on the precise requirements. The unit, called Fire Foe™, uses patented technology that combines a special extinguishing gel (Envirogel®) inside heat-sensitive nylon tubes. There is no need for external sensor systems or power supply. In addition, the design makes fitting or retrofitting easy, minimising down time. The complete unit has been accredited by US Underwriters Laboratory and the US Coastguard. In addition, Envirogel® is also SNAP approved by the US Environment Protection Agency, who declared it an acceptable Halon substitute in streaming and flooding applications, and safe for use in occupied spaces.

Details of this new system can be found at [www.quick-fire.com](http://www.quick-fire.com) or email: [sales@quick-fire.com](mailto:sales@quick-fire.com). The Club believes that this type of development has significant potential to reduce the risk of injury and minimise handling equipment damage and consequent disruption to operations. To encourage the installation of this new technology the TT Club has negotiated a 10% discount on this product ordered by companies insured with the Club. Please note that the discount is only available directly from the manufacturer. It now makes economic sense and the TT Club strongly recommends installation of an accredited fire suppressant system in mobile equipment engine compartments and in any confined space. **TTT**

## **2. Tragic accident involving split rim wheels**

ICHCA International recently circulated an information paper as follows to its members. It is repeated here for TT Club members.

'Modern cargo handling terminals are equipped with a variety of mobile lifting and carrying machines, most of them very heavy. One of many common features is the use of large pneumatic tyres requiring high internal pressures. Most such tyres have split rim wheel assemblies and inflating and/or changing them can be extremely hazardous if not carried out properly. These hazards and the ways to avoid them have been known for a long time but they still continue to be a source of injury, which in most instances prove to be fatal. ICHCA International has heard of yet another fatality recently and of another which occurred last year.

Such assemblies can come apart due to a variety of reasons including:

- Damaged or mismatched rim parts
- Corroded or dirty rim parts
- Failure to deflate tyre before removal
- Incorrect tyre size
- Over inflating tyres
- Fitting tubed tyres on a rim designed for tubeless tyres
- Removing the nut which holds the wheel rim together (on some designs of split rim)

Whilst workshops provide a frame behind which a tyre can be placed whilst it is worked on (and this should always be used), this is not possible if work is necessary on the terminal itself and the main circumstance and site of fatal accidents is in the latter situation. It must be emphasised that to avoid such accidents, if a cage or frame cannot be used to give the worker protection, the tyre must be deflated before it is removed. Similarly, tyres should not be inflated prior to correct fitting. Manufacturers' recommendations on the safe removal and replacement of tyres and or rims must be incorporated into a safe system of work. Those who are employed to carry out such tasks should receive suitable and proper training on the correct procedures. Supervision should be ensuring that these procedures are correctly followed.


It is recommended that members who are engaged on this type of work activity review their arrangements and ensure through instruction, supervision and training that safe arrangements are in place and that they are followed. **TTT**

## **3. Safe system of work in a logistics provider's despatch department**

Mr Ammah's function at Kuehne+Nagel's despatch department in Milton Keynes was to take items off the shelves. When he needed to remove a pamphlet from a higher shelf, he first jumped for it without success and then stood on a plastic ('tote') box which he turned upside down. As he reached for the pamphlet, the box moved under him. He fell, breaking his ankle. He claimed damages for breach of his employer's duty to care to ensure a safe system of work.

The Court of Appeal in its judgment of 22 January 2009 held that there was no basis for holding Kuehne+Nagel responsible for Mr Ammah's injuries. Richards LJ (with whom Aikens and Ward LJJ concurred) affirmed that Kuehne+Nagel complied with their duty of care to ensure a safe system of work in relation to access to the higher shelves. Suitable equipment was available and the employees were instructed to use that equipment and not to stand on boxes. Employees may have occasionally stood on boxes, but this was not a common practice and not condoned by Kuehne+Nagel.

Richards LJ explained that it may be that some dangers are so obvious that no instruction is required, but that this could not be said in relation to the risk in this case, where a warning or instruction was required. Incidentally, some six weeks before Mr Ammah's accident, Kuehne+Nagel had produced a document which specifically informed employees not to stand on boxes or pallets to reach items. This document had been signed off by a senior manager and a copy had been kept in the despatch department. However, Mr Ammah's supervisor had to accept that Mr Ammah might not have been shown the document. As a result, Kuehne+Nagel were unable in court to rely on this particular document as a warning to employees not to stand on boxes.


Please use the following web link for the full text of the Court of Appeal's judgment of 22 January 2009 in Ferdinand Ammah v Kuehne+Nagel Logistics Limited:  
<http://www.bailii.org/ew/cases/EWCA/Civ/2009/11.html> 

#### **4. Amendments 34-08 IMDG Code**

A key change implemented in Amendment 34-08 of the IMDG Code relates to shoreside training. This amendment entered transitional application on 1 January 2009 and will have the full force of law under the SOLAS (Safety of Life at Sea) Convention from 1 January 2010.

The entire supply chain relies substantially on trust - the majority of containers will complete their entire journeys without being opened. The Club has previously highlighted concerns that contents and weight may be misdeclared and particularly urges lines and forwarders to carry out basic risk assessments on shippers. This simple step may well demonstrate whether a shipper is likely to present cargo that falls within the scope of the IMDG Code (amongst other findings of relevance to business relationship).

Where it is apparent that dangerous goods are involved, the Club would strongly recommend that action is taken now - well in advance of 2010 - to ensure that shippers are thoroughly aware and trained in the requirements of the Code. Courses will generally be certified and it would seem reasonable to decline shipments unless the shipper can evidence having continuing training in place. A number of organisations are known to be working on training packages, including FIATA and ICHCA International.

Together with ICHCA International, the Club has updated pocket cards that provide a quick reference and checklist in relation to the IMDG Code. These in no way replace the Code itself, which is available from IMO or ICHCA International ([www.ichcainternational.co.uk](http://www.ichcainternational.co.uk)). TT Club Members enjoy a discount on all ICHCA International publications 

## 5. Conclusion

We hope that you will have found the above items interesting. If you would like to have further information about any of them, or have any comments you would like to make, please email the editor at [tt.talk@tclub.com](mailto:tt.talk@tclub.com). We look forward to hearing from you.

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