

Ship fire series: webinar 1

“Containership fires: getting cargo right”

Wednesday 13 January | 8:30am London (GMT)



The webinar will begin shortly after 8:30am (GMT) as we wait for all attendees to join. Please get in touch regarding any technical issues via the chat function in your control panel.



Containership fires – getting cargo right

Peregrine Storrs-Fox | Risk Management Director, TT Club
London | 13 January 2021





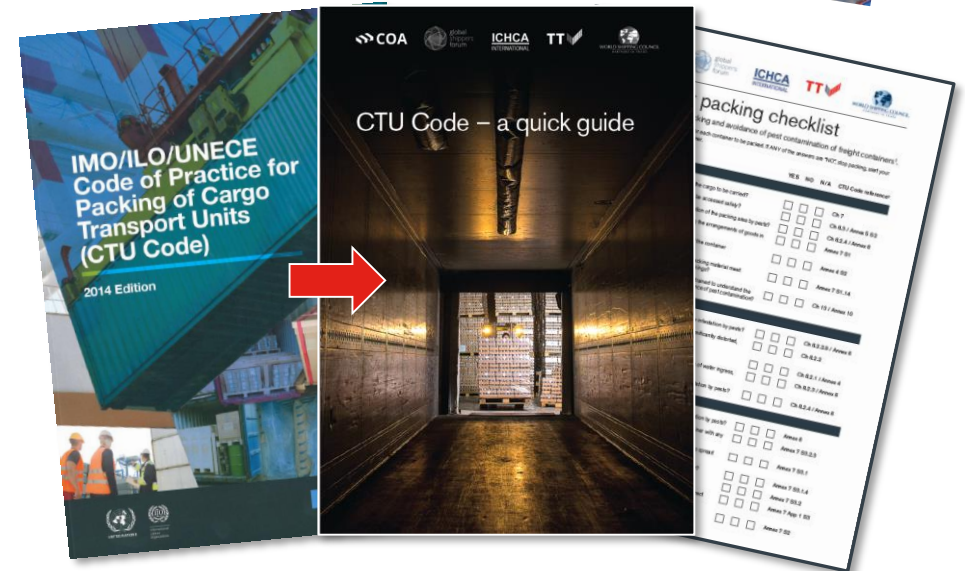
- Declared, misdeclared & non-declared
 - Ignorance, error or fraud
- Dangerous Goods regulations
 - Complex, but 'baseline'
 - Interpretation
- Mismatching coding
 - Trade/Customs -v- Dangerous Goods
- Information flows
 - Parallel 'tracks'
 - Opportunities abound

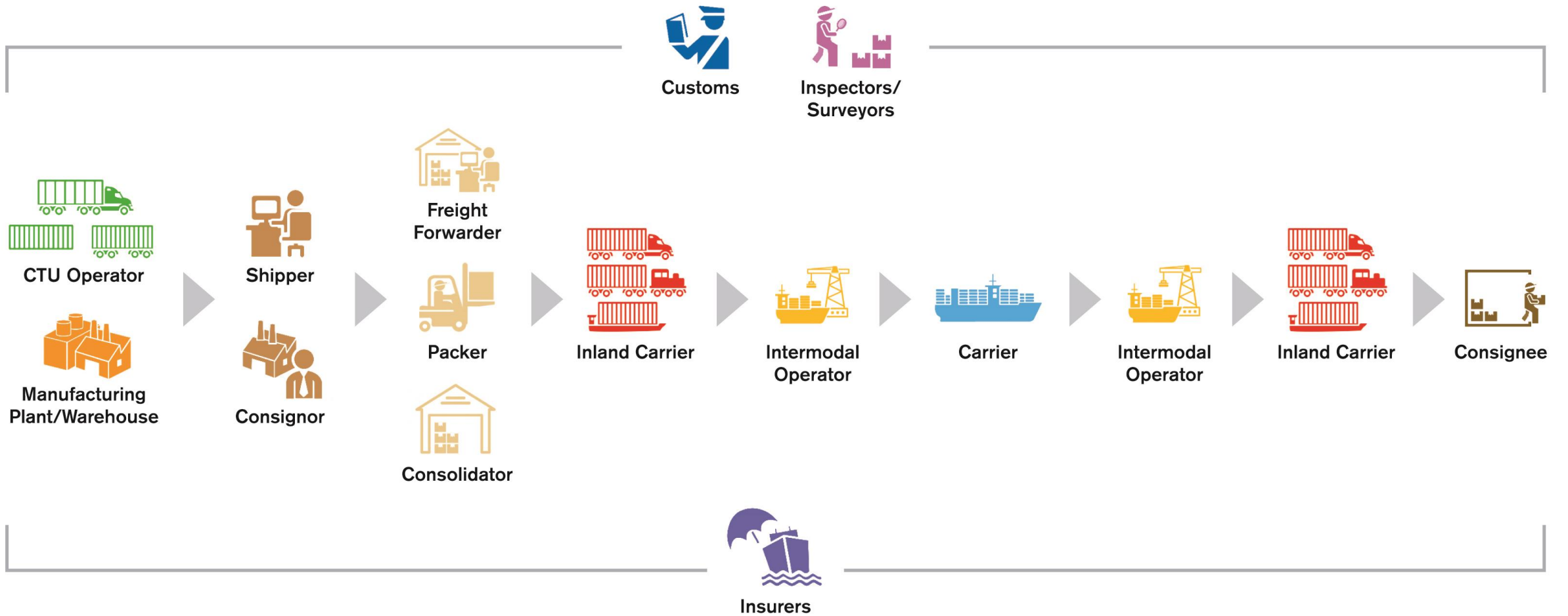


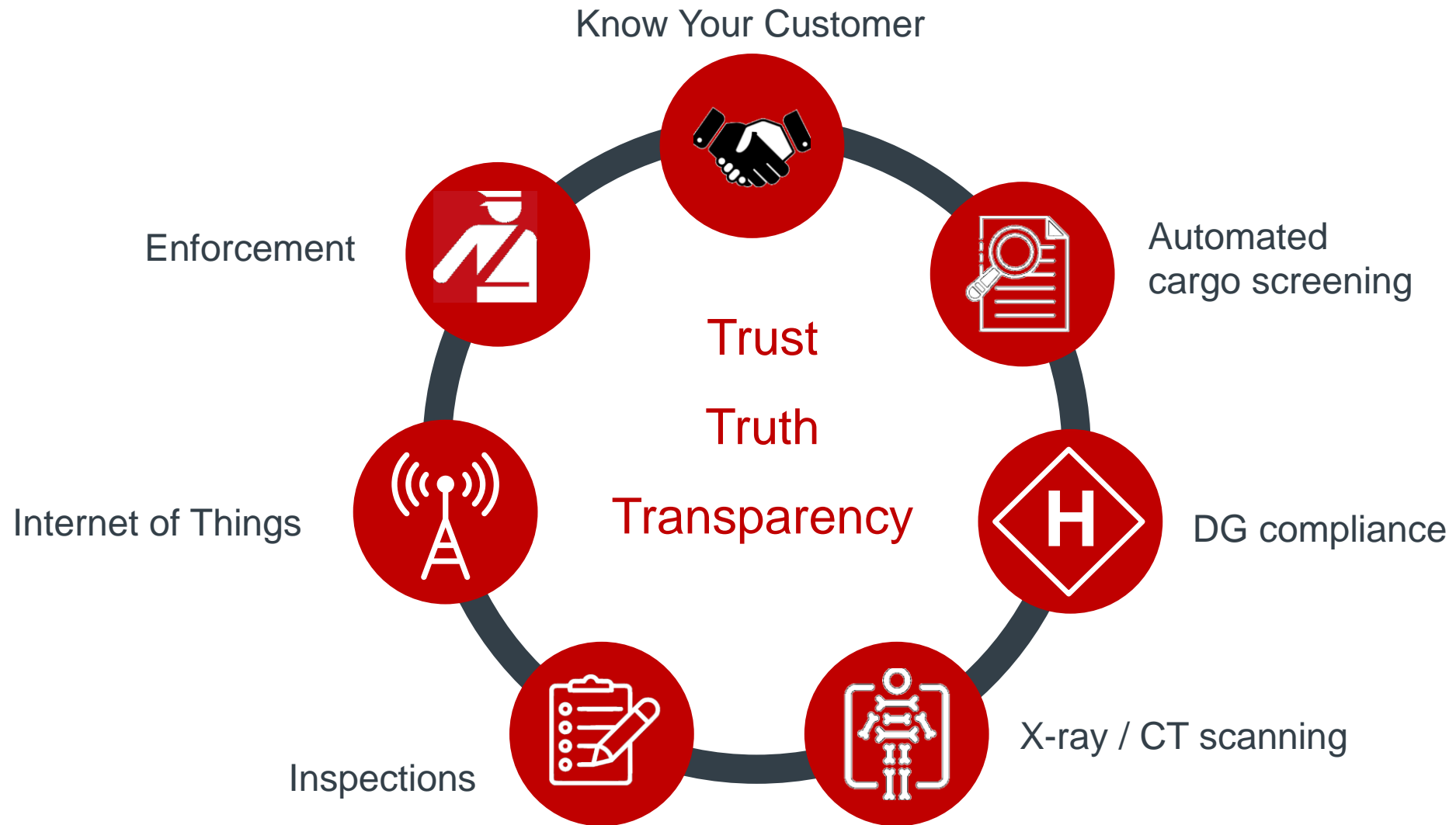
- Expertise required
 - Value of knowledge & experience
 - Fragmentation of responsibilities
 - Reliance on computers

- Accessibility of core & derivative material
 - Accurate, complete, appropriate & timely
 - Tools & training

- Innovation & trade demands
 - ‘Correct’ classification
 - Evaluated impact on actors







Cargo Integrity [#Fit4Freight] initiative

- Promoting awareness & adoption of the CTU Code & related good practice
- Seeking changes in regulatory requirements & established industry practice
- Monitoring adoption of good practice & emerging trends
- Working with other industry & governmental stakeholders





Thank you

Peregrine Storrs-Fox

peregrine.storrs-fox@thomasmiller.com

riskmanagement@ttclub.com

ttclub.com



Ship fire series webinar 1

Containership fires: getting cargo right.

Risk Zone Based Dangerous Goods Stowage

Presentation of Company and Industry initiative

Background

- Significant increase in container cargo fires over the last decade with several major container fires including loss of human life.
- Maersk introduce the Risk Zone Based Dangerous Goods Stowage Concept on all Own and Chartered tonnage Sep 1st 2018.
- Nov 1st 2019 CINS publish Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships

Using Risk Based principles to stow DG

Fire incident risk philosophy

On a vessel, various areas can be identified where a fire incident can have truly dangerous consequences.

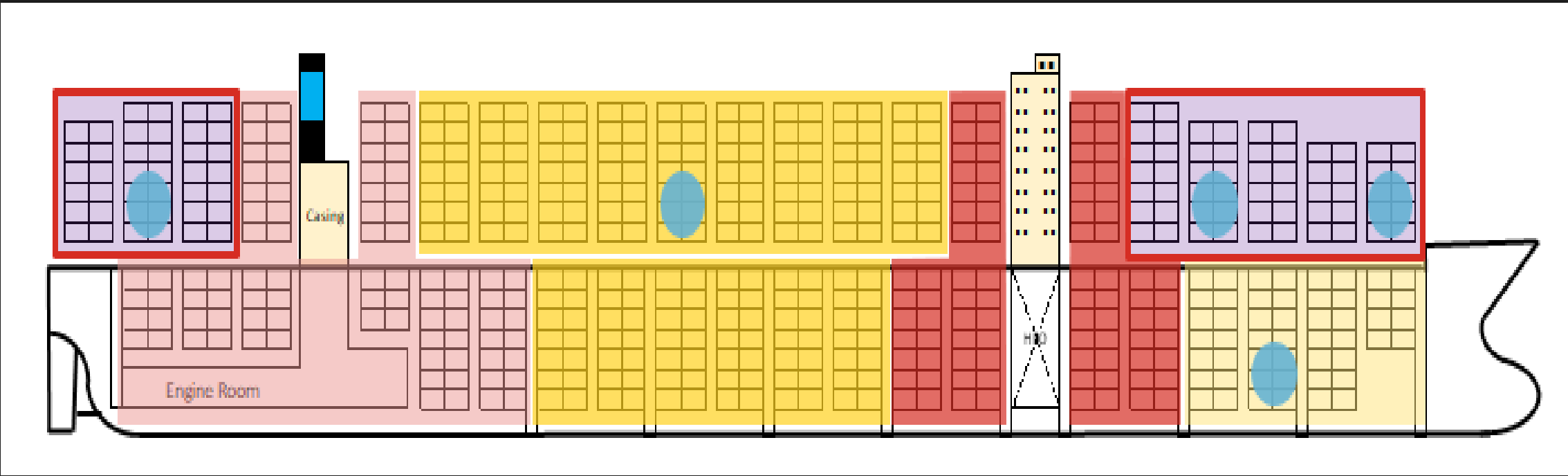
The Maersk Line fire incident risk philosophy aims to assign stowage locations related to risk of potential fire events, i.e.:

- Type of ignition sources
- Potential severity of fire

In order of importance, we have to:

Protect living spaces...	... by avoiding any DG next to accommodation
Secure power/propulsion...	... by avoiding any DG in vicinity of engine room
Minimize impact to the vessel integrity...	... by avoiding high risk DG in middle of the vessel
Minimize impact in general...	... by avoiding high risk DG under deck
Stow high risk DG as far away as possible	... by stowing towards the end of the vessel
Accommodate for cargo characteristics...	... by implementing specific local measures

Using Risk Based principles to stow DG



Industry support

American Bureau of Shipping

China Classification Society

CMA CGM

Danish Maritime Authority

Evergreen Marine Corporation
(Taiwan) Ltd

EXIS Technologies

Hapag Lloyd

International Group of P&I Clubs

Lloyd's Register

Maersk Line

Mediterranean Shipping Company

National Cargo Bureau

TT Club

Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships



Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships

Part One

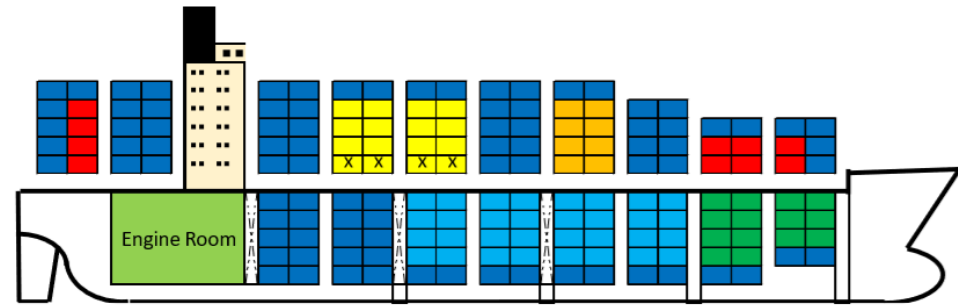
A Publication of CINS (the Cargo Incident Notification System)

Version 1.00
November 2019

Version 1.00 – November 2019 – Page 1

Details and Profiles

B.3 Feeder Ship with Bays Aft of Accommodation



An artificial breakwater is depicted in this diagram by use of general cargo containers.

RZ0	RZ1	RZ2	RZ3	RZ4	RZ5
General cargo not subject to the IMDG Code	IMDG Code cargo which should be effectively extinguished with CO ₂ . Taking consideration for the fire and spillage schedules.	As RZ1, but Class 4.3 if IMDG Code permits under deck without mechanical ventilation. IMDG Code cargo which should be effectively extinguished with CO ₂ . Taking consideration for the fire and spillage schedules.	Slow reacting cargo. IMDG Code cargo which should be effectively extinguished with water. Taking consideration for the fire and spillage schedules for class 8 and 9. "X" - Special provisions, self reacting cargo	Flammables, oxidizing, and toxic cargo	Explosives

Details and Profiles

Exis Technologies offers free Hazcheck Risk Zone Data to support new CINS Stowage Guidelines, 2 December 2019

Exis Technologies and their parent company National Cargo Bureau (NCB) have been working with major container line customers, industry bodies and CINS to develop CINS Risk Based Stowage guidelines. Exis has confirmed that in order to support the current and future use of the CINS stowage guidelines they will supply and maintain the Hazcheck Risk Zone (RZ) Data for free as a resource available to the container shipping industry. [Read more...](#)

Restricting Cargo vs. Cargo Governance

- Across the world Dangerous Goods are restricted Locally, Nationally and Internationally down to individual Ports and Terminals within same country.
- Seasonal or event based restrictions jeopardize safety in the Maritime Supply Chain, i.e. BRIC, World Football Championships etc.
- Countries may restrict all cargoes for example except IMDG Class 9 during certain months where an event takes place, this does not mean that manufacturers will stop production line. Cargo will move Mis- or Undeclared jeopardizing life, environment, cargo and assets at risk.

Restricting Cargo vs. Cargo Governance

- Carrier rejected cargoes are a challenge as facilitating Mis- or Un declaration of DG i.e. Booking of Dangerous Cargo under other IMDG Class or as Non-DG so that correct Stowage of the cargo is impossible.
- Solution is to have accurate and executable processes for Cargo Validation and Quality Control of Shippers or Manufacturers. Inspections or Audits may be necessary for sensitive cargoes.
- All member states under UN are to perform Container Inspections MSC.1/Circ.1442 ammended MSC.1/Circ.1521 in 2016 , targeting Mis- and Un- declared Dangerous Goods. Less than 10 member states do this sytematically.

Restricting Cargo vs. Cargo Governance

- Industry trials reveal over 50 percent general failed container inspections due to Mis or Un-Declaration of Dangerous Goods, CTU Non-Compliance i.e. Incorrect Container Stuffing or structural failure of container.
- Identification of Shippers and Manufacturers jeopardizing life, environment, cargo and assets, should potentially be shared across the Supply Chain to enable safety precautions at each step in the transport plan.

Presentation ends

Thank you

“

How can we prevent or discourage the shipment of undeclared Dangerous Goods on board container ships?

”



What actions can be taken to improve declaration, planning and stowing of containers?



“

Where misdeclaration is found, is it possible to impose penalties on the shipper and/or forwarder?

”

“

What digital solutions are being considered to curb misdeclarations?

”

“

What steps can be taken to enhance IMDG stowage requirements at ship specific level?

”



Is IMDG Code adequate or should a fundamental revision be considered?





Could the stowage of DG away from the accommodation block be mandated in SOLAS and IMDG (since crew firefighting is so difficult)?



“

Does IMDG Code support the proper declaration of goods?

”

“

How can a surveyor contribute to container ship safety? For example, should an independent surveyor check the Container terminal stowage plan?

”

“

Can this fire problem be tackled by carriers and cargo owners /shippers alone?

”



Can improvements in container construction reduce the tendency for fire to spread from container to container?



Ship fire series: webinar 2

“Containership fires: what the ship can do”

Wednesday 17 February | 8:30am London (GMT)

Mike Yarwood, Managing Director Loss Prevention, hosts the second webinar in our ship fire series discussing on-ship firefighting capability. He will be joined by:

- John Gow, Senior Investigator at IFIC
- Nick Haslam, Principal Master Mariner at Brookes Bell



COMING SOON: webinar 3

“Containership fires: clearing the mess”

Wednesday 17 March | 8:30am London (GMT)