



Who / What is ICHCA International ?

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# The Voice Of Global Cargo Handling



- International Cargo Handling Co-ordination Association.
- Founded in 1952.
- Independent, non-political and non-profit making organisation.
- Influential and international membership in over 80 countries.
- Represents its members and the cargo handling industry at large, in front of national and international agencies and regulatory bodies.
- ICHCA International provides a focal point for informing, educating, networking, shaping and sharing industry views to help improve cargo handling and safety throughout international supply chains.

The Voice Of Global Cargo Handling



ICHCA is dedicated to the promotion of safety, efficiency and economy in the handling and movement of goods by all modes and at all phases of the national and international transportation chain.

# The Voice Of Global Cargo Handling



Enjoys Consultative Status with;

- IMO - International Maritime Organisation.
- UNCTAD – United Nations Conference on Trade & Development
- ECMT – European Council of Ministers for Transport.
- OECD – Organisation for Economic Co-operation and Development.

# The Voice Of Global Cargo Handling

Enjoys Observer / Liaison Status with;

- ISO – International Standards Organisation.
- ICS – International Chamber of Shipping.
- ICC – International Chamber of Commerce.
- IATA – International Air Transport Association.
- IAPH – International Association of Ports and Harbours.

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ICHCA Produces research papers on a wide range of subjects for example ;

- Container Top Safety – Lashing & Securing.
- Semi Automatic Twistlocks.
- Ammonium Nitrate Safety Standards.
- Fumes in ship's holds and confined spaces.
- Substance abuse in the workplace.

# The Voice Of Global Cargo Handling



ICHCA Circulates Safety Bulletins and Alerts in relation to Cargo Handling Operations;

- Accidents and Incidents.
- Investigations.
- Safety Concerns and Advice.
- Reviews of Handling, Storage and Transportation.



# Operational Alerts



## OPERATIONAL ALERT



Operational Alerts inform Signal Mutual Members of serious incidents within the Mutual that resulted in permanent disability, death, or a significant near miss. If you have similar operations, please share this Operational Alert and have a safety discussion with operation managers, supervisors, equipment operators, and all affected employees. It is imperative that management review their operational controls at all levels to mitigate similar hazardous conditions and/or acts.

### INCIDENT: OBSTRUCTED VIEW ACCIDENT

#### SUMMARY OF RECENT INCIDENT

Recently, an event occurred at a Member's facility; an employee was in a pickup truck, stationary in the road, near a stack of shipping containers, waiting for a top loader to come and remove an export container when a mule (UTR) operator, driving toward the front of the pickup truck on the passenger side, made contact damaging the pickup truck (See right picture below).



#### CONSIDERATIONS

- The Mule (UTR) operators' vision was obstructed by personal objects that had been placed on the dashboard of the truck obstructing their ability to see. (See left picture above)
- Improper behavior by mule (UTR) operator, driving in between a stack and the pickup truck (passing passenger side to passenger side)
- When parking between stacks, park close to the containers so that other vehicles have more room to get around you.

#### PREVENTIVE ACTIONS

- Keep fields of vision free of obstructions and clean. This includes windshields, mirrors, etc.
- Travel between and adjacent to stacks should not interfere with safe passage of vehicles and movement of materials / containers.
- Remember, when you are behind the wheel, your job is driving. Not talking, not reading, not typing, not texting, *driving and being aware of your surroundings.*
- A lot is riding on your abilities and focus as a driver; most importantly, the safety of yourself, passengers, and pedestrians in your area. There is also the risk of damaging equipment and other property.



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### INCIDENT: SHIP ACCESS

#### SUMMARY OF RECENT INCIDENT

incident Safe access to vessels is paramount for all members across the mutual to complete their work. Whether placed by the facility or the ship's crew, ensuring safe access is paramount to successful job completion.

Recent concerns from mutual members regarding safe access to vessels has demonstrated a gap in both knowledge of requirements and who bears responsibility for safe access.

#### CONSIDERATIONS

OSHA's 1915.74 (Shipyard Employment) and 1918.22 (Longshoring) standards are similar and govern access to vessels.

- ✓ Both standards require "proper trim" for all accesses to vessels. Facilities may want to institute a checklist that verifies conditions during loading/unloading operations. The periodicity for checking accesses should consider tide and shift changes.
- ✓ Post signs with contact information at shoreside access for reporting unsafe boarding conditions. This is especially important for third party's that access the vessel.

#### KEY REQUIREMENTS

1. There shall be no obstructions preventing access and safe passage to the gangway.
2. Gangways must have handrails at a height of approximately 33 inches high with a mid-rail. Chain, wire rope, wood, pipe or rope are acceptable, but they must be kept taut. They must be supported so they do not become accidentally dislodged.
3. If the foot of a gangway is more than one foot (.30 m) away from the edge of the apron, the space between them shall be bridged by a firm walkway equipped with a hand rail with a minimum height of approximately 33 inches (.84 m) with midrails on both sides. Local requirements in some ports mandate that any gangway that cannot be properly landed on the dock requires the use of a gangplank (bridge), so as to disallow any member of the workforce from crossing a gap of any size between the dock and the dock plate."
4. OSHA 1915.74 (C)(2) – Unless employees can step safely to or from the wharf, float, barge, or river towboat, either a ramp meeting the requirements of paragraph ©(1) of this section or a safe walkway





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ICHCA has a number of working groups and technical panels who meet on a regular basis to discuss subjects such as;

- Marine Environmental Protection.
- Cargo Integrity Group (CIG).
- Carriage Of Cargoes In Containers.
- Dangerous Goods - IMDG
- Bulk Cargoes - IMSBC
- Fire Safety Aboard Ro-RO Vessels.
- Ship Board Equipment to fight fires in containers.
- SCIART – Supply Chain Incident Analysis and Reporting Team.

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The explosion in Beirut Port Area was a catastrophic event by any measure. Unfortunately there is a long history of explosions involving Ammonium Nitrate (AN).

ICHCA is working with a number of senior organisations on a new “White Paper” which looks at the issues surrounding the storage of such cargoes and the wider considerations



# The Voice Of Global Cargo Handling



ICHCA also provides e-learning courses on a wide range of topics and provides a Technical Advisory service in all areas of cargo handling and logistics.

- IMDG Code
- IMBC Code.
- Tank Containers

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- ICHCA is a cargo handling safety organisation
- ICHCA's Job is safe people, safe cargoes, safe ports
- ICHCA's Focus is ports, terminals, quays, vessels alongside, ship/shore interface, cargo lifting, moving and storage operations: the people who do and manage the work, the plant and equipment used to do it and all the places where it happens.
- ICHCA - Here for all commodities and all forms of cargo including: containers; solid, liquid and break bulk; general and project cargo, timber, reefer and roro.

# The Voice Of Global Cargo Handling

**ICHCA**  
INTERNATIONAL

ICHCA is the **ONLY** non-governmental organisation representing the cargo handling sector in consultation with United Nations bodies such as the International Maritime Organisation, International Labour Organisation and UNECE UN Economic Commission for Europe. These bodies set standards and create regulations that directly affect you, your people, your customers, and your supply chain.



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