



‘Book it Right and Pack it Tight’

Insurance mutuals urge the container shipping industry and participants in the global supply chain it serves to give ever more serious attention to the causes and consequences of ship fires, jointly issuing a guide outlining the responsibilities of all stakeholders in reducing risk.

London, 22nd January, 2020

1st January this year saw mandatory enforcement of the latest version of the IMDG Code, Amendment 39-18. As the incorrect declaration, packing, handling and stowage of dangerous goods of all types is seen as a primary cause of many container ship fires, insurance mutuals UK P&I and TT Club have once more collaborated in publishing guidelines under the title ‘Book it Right and Pack it Tight’.

The guide published this week and available free of charge*, provides key insights for all actors in the freight supply chain responsible for preparing unitised consignments for carriage by sea. It gives an overview of the practical duties and responsibilities under the IMDG Code for each stakeholder.

Stuart Edmonston is UK P&I’s Loss Prevention Director. “As mutuals, our chief aim is to minimise risk for our Members and the industry we serve,” he says. “The recent spate of container ship fires with the consequent loss of life, damage to ships and cargo, and trade disruption has been a major concern to ourselves and TT Club. UK P&I continues to participate in initiatives which focus on the capability to detect, suppress and extinguish fires at sea. However we share our sister organisation’s desire to tackle the causes of such fires at source.”

TT Club sees its core contribution to seek significant improvements in cargo declaration and packing. “As so often the case, fires and explosions are merely the ‘tip of the iceberg’ of problems, which are inherent throughout the supply

chain,” observes Peregrine Storrs-Fox, TT Club’s Risk Management Director. “There are far too many errors in classification and declaration of commodities to be transported. These are often amplified by poor decisions and practices relating to packaging, packing, segregation and securing. Such errors severely compromise safety in a variety of ways, but most critically when the goods should be rightly be described as dangerous in a regulated sense and, here, in compliance the IMDG Code.”

Uffe Ernst-Frederiksen, Head of Cargo Management at Maersk Line and Chairman of CINS says of this guide, “I find this publication to be tremendously useful and that if only people would read one book this year that it should be this one.”

Through its ‘Cargo Integrity’ Campaign TT Club has been for some time seeking to enhance awareness of the issues and to urge implementation of more rigorous practices relating to entering cargo into the supply chain. Its support of, and participation in CINS, is one such initiative. CINS is comprised of representative of container shipping lines which together control over 85% of the world’s container slot capacity.

A recent CINS report, which should be seen as complementary to ‘Book it Right and Pack it Tight’, demonstrates substantial effort by the industry to bring understanding to the complexities involved in the ship stowage processes. It seeks to develop a commonality of approach in order to improve safety. Entitled ‘Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships’**, it underlines the irrefutable fact that proper declaration is a paramount prerequisite.

One of the expert companies involved in the preparation of the CINS Risk Based Stowage report was Exis Technologies, whose input was focused around its detailed knowledge of the IMDG Code Dangerous Goods List and stowage requirements. In collaboration other industry experts Exis categorised each commodity on the List by UN Number, placing it in the appropriate Risk Zone as defined by the CINS Stowage guidelines. In order to further encourage the use of these guidelines, Exis has gifted the Hazcheck Risk Zone Data*** online as a free resource to all involved across the container supply chain.

[*https://www.ukpandi.com/knowledge-publications/article/book-it-right-and-pack-it-tight-2020-edition-151231/](https://www.ukpandi.com/knowledge-publications/article/book-it-right-and-pack-it-tight-2020-edition-151231/)

[*https://www.ttclub.com/loss-prevention/publications/risk-management-handbooks/](https://www.ttclub.com/loss-prevention/publications/risk-management-handbooks/)

[**http://www.cinsnet.com/wp-content/uploads/2019/11/CINS-DG-Stowage-Considerations-Final.pdf](http://www.cinsnet.com/wp-content/uploads/2019/11/CINS-DG-Stowage-Considerations-Final.pdf)

[***https://hazcheck.existec.com/hazcheck-systems/hazcheck-risk-zone-data.aspx](https://hazcheck.existec.com/hazcheck-systems/hazcheck-risk-zone-data.aspx)

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The UK P&I Club is a leading provider of P&I insurance and other services to the international shipping community. Established in 1869 the UK P&I Club insures over 244 million tonnes of owned and chartered shipping through its international offices and claims network. 'A (Stable)' rated by Standard & Poor's with free reserves of \$505m, the UK P&I Club is renowned for its specialist skills and expertise which ensure 'best in class' underwriting, claims handling and loss prevention services.

The UK P&I Club is managed by Thomas Miller, an independent and international insurance, professional and investment services provider.

www.ukpandi.com

About TT Club

TT Club is the international transport and logistics industry's leading provider of insurance and related risk management services. Established in 1968, the Club's membership comprises vessel operators, ports and terminals, road, rail and airfreight operators, logistics companies and container lessors.

As a mutual insurer, the Club exists to provide its policyholders with benefits, which include specialist underwriting expertise, a worldwide office network providing claims management services, and first class risk management and loss prevention advice.

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