



# Dangerous Goods - the Bane of Box Ship Safety

How can the industry make the carriage of goods safer on container vessels?

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# CONTAINERSHIP SAFETY

**WALLEM**



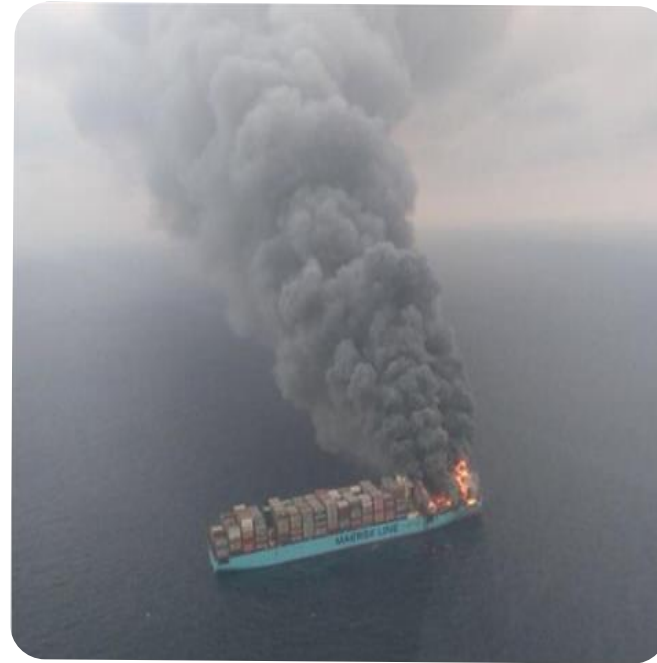
- ◆ Size of newer ships
- ◆ FF equipment in proportion to size
- ◆ Training of crew in FF
- ◆ Lashings and stacking forces
- ◆ Misdeclaration of DG
- ◆ Gross weight

# REGULAR CATASTROPHES

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- MSC Flaminia – 2012
- On voyage USA to Belgium
- Auto-polymerization and ignition of chemical Divinylbenzene 80%. Container was labelled as a marine toxin rather than an explosive hazard.
- Explosion/fire in #4 hold, crew abandoned ship in North Atlantic, 1000 miles from nearest land
- 3 lives lost in the accident



- Maersk Honam – 2018
- On voyage Singapore to Suez
- 54 containers with chemicals used in bleaching & cleaning products stored in #3 cargo hold (oxidation)
- 5 lives lost in the accident
- Most expensive GA claim till Ever Given grounding in Suez



- X-Press Pearl – 2021
- 10 miles off Colombo
- Leaking Nitric Acid from a container on deck
- 2 seamen injured in explosion
- Tier-II oil spill declared
- Environmental damages, cargo washed ashore
- Cargo losses up to 50 million USD, with Total constructive loss of vessel. P&I claim could exceed Wakashio!

# THE PROBLEM

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About 15% of container cargo is made up of dangerous goods, of which only 10% is properly declared and carried safely.

The balance 5% is misdeclared or underdeclared with some degree of intention. This is quite simply fraud, putting seafarers' lives at risk.

- ◆ Involvement of too many players across the supply chain
- ◆ Slot agreements between carriers
- ◆ Restrictions on carriage of DG (such as Calcium Hypochlorite)
- ◆ Commercial benefit by avoiding extra freight charges
- ◆ Ease of moving DG circumventing the strict rules on their carriage





# WHAT HAS BEEN DONE ABOUT IT SO FAR

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- ◆ Misdeclaration penalties
- ◆ Inspection of containers
- ◆ Using technology in booking systems
- ◆ Awareness and training of booking staff (including the non-DG booking desk and documentation staff)



# WHAT MORE CAN BE DONE?



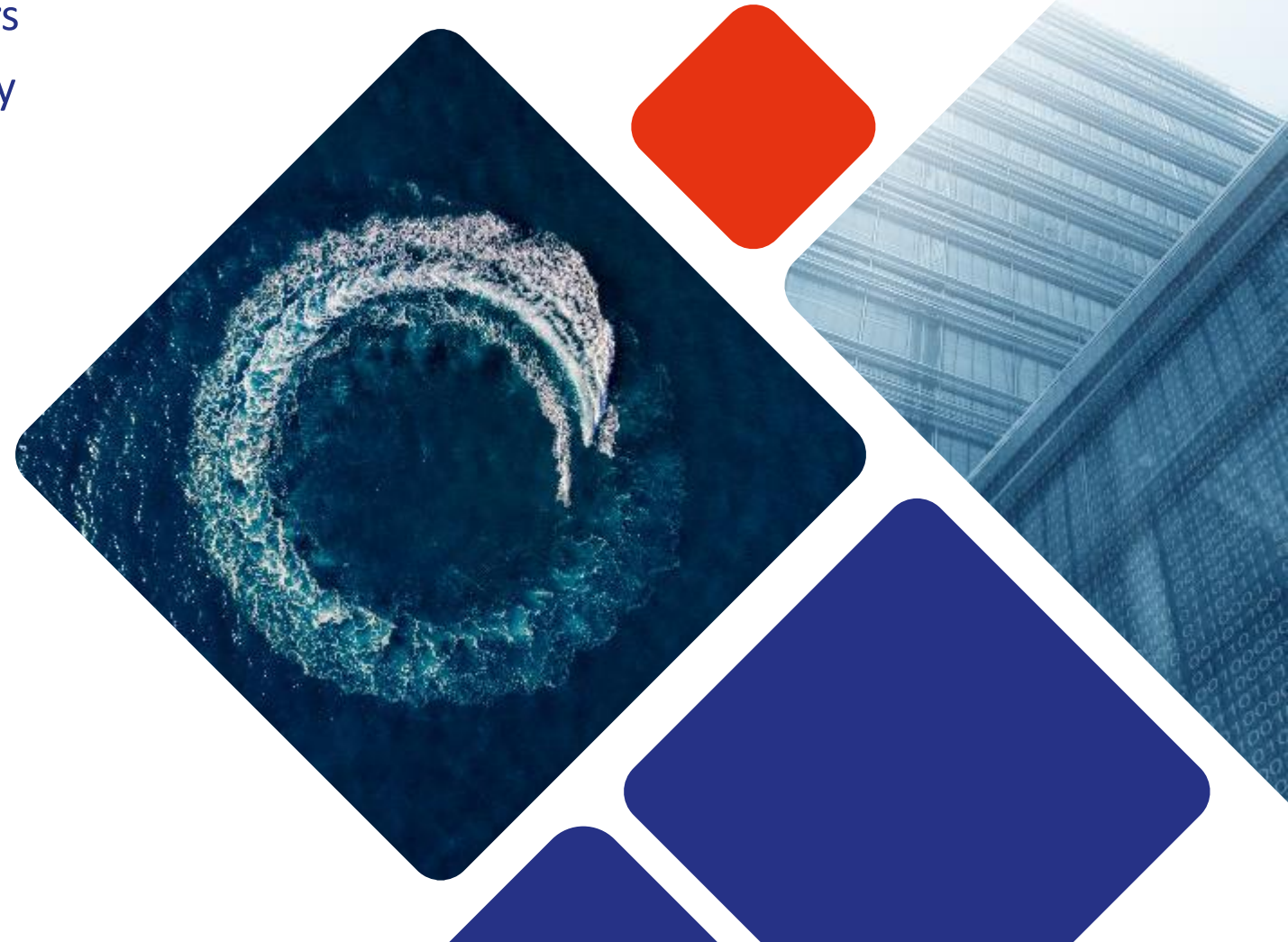
- ◆ Inspection of containers
- ◆ Regulatory changes
- ◆ Sharing information on dubious shippers
- ◆ Improve the booking process
- ◆ Make CTU mandatory
- ◆ Make the misdeclaration penalties legally binding
- ◆ Use technology to incorporate KYC rules and digitize paperwork
- ◆ Introduce a vetting body (such as OCIMF, RightShip)? Apply best practices from other industries.

# SAFETY FIRST IN OTHER INDUSTRIES

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- ◆ Importance to Advanced FF
- ◆ Double hull construction reducing oil pollution disasters
- ◆ Spate of publications to regulate and guide the industry (ISGOTT, Mooring, STS etc)
- ◆ Safety and Quality initiatives promoted by industry bodies like OCIMF and RightShip (SIRE/TMSA/DBMS)

*Commercial loss if safety is violated*





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THANK YOU