

# ICHCA Ship-Port Interface Seminar

Mon 12 Sept 2016 | Holman Fenwick Willan LLP | London

- Big ships and issues arising
- Ship-crane collisions
- IMO / regulatory developments including safe mooring and Ships Lifting Appliances
- Ports of refuge
- Ship as shared place of work
- Lashings & twistlocks
- Safe lifting with cranes
- Automated mooring and shore power developments - practical impacts for handling operations
- Better carrier-terminal collaboration on vessel stowage plans – new technology / sharing data

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As the IMO announces **“Connecting Ships, Ports and People”** as the theme for World Maritime Day 2017, ICHCA International is pleased to invite you to attend The Ship-Port Interface, a practical one-day seminar in London, 12 September, bringing all the stakeholders together to explore how to improve safety, security and efficiency at this most critical hand-off point in the maritime supply chain.

Scheduled immediately after the **3rd session of IMO’s Sub-Committee on the Carriage of Cargoes and Containers (CCC)**, attended as usual by ICHCA in its NGO capacity, The Ship-Port Interface seminar will provide a timely chance to review key legislative developments at IMO and elsewhere. This includes current work on safe mooring and ships lifting appliances, as well as reflecting on the first few months of the new **IMO SOLAS VGM container weight rules** that came into force worldwide on 1 July this year.

Despite the introduction of advanced vessel and cargo handling technology, many operations at the ship-port interface remain largely manual, posing hazards both on deck and ashore that lead to injuries and deaths, as well as damage and loss to cargo, ships, cranes and port infrastructure.

The recent rapid growth in vessel size and much bigger cargo exchanges have created new technical and operational challenges both on the approach to port and at the terminal – unfortunately illustrated this year by a number of groundings and ship-crane collisions involving large and ultra large box ships. This includes the 396m, 19,100TEU CSCL Indian Ocean, which ran aground in the River Elbe on its way into the Port of Hamburg, Germany, during February. In May, the 13,100TEU, 366m COSCO Hope collided with a crane on its way out of Port Said, Egypt, causing a large fire on the berth.

Increases in ship size and cargo handling peaks have also highlighted – and potentially increased – long-standing risks and inefficiencies at the ship-port interface, including container lashing and twistlock handling, lifting people under cranes and working at height on and alongside ships in port. These topics will be explored during the day as part of the broader debate on how shipping lines, ports and terminal operators can collaborate in new ways to improve the safety, efficiency and productivity of vessel berthing and handling operations.

Discussions will also address the impact of today’s heightened security concerns – both physical and virtual – as well as the practical effects of new environmental requirements such as shore power for vessels.

Where are the biggest risks today? How do current industry practices need to change? Where are new approaches, relationships and ‘joined-up thinking’ most needed? And what role can innovative technology – including automation, IoT/M2M and big data platforms – play in addressing the multiple challenges? These are some of the big questions to be explored during the day.

Last but not least, the seminar will touch on Ports of Refuge and handling of distressed vessels. New EU Operational guidelines for ships in need of assistance were presented by the European Commission this January following the fatal MSC Flaminia accident in summer 2012 and have now been taken forward within IMO’s Maritime Safety Committee. Ultra-large ships and the general increase in ship size across many trades create new risks and challenges for emergency response, requiring fresh dialogue between institutional and industry stakeholders.

**Improving the safety, security and efficiency of operations at the ship-port interface is truly a cross-party issue. Ship designers, owners and financiers, classification societies and insurers, container designers and owners, ocean carriers, port and terminal operators, stevedores and lashers, equipment and technology suppliers and legislators all have a stake. As the leading NGO association representing the interests of the global cargo handling industry, ICHCA International is pleased to once bring all the interested industry parties together to share the latest information and discuss the way forward.**

We hope that you will be able to join us this September for a valuable day of education, debate, information exchange and networking with our expert panel of speakers and with fellow industry professionals.

## SEMINAR PROGRAMME

- |   |  |
|---|--|
| 08:00 Registration, refreshments and networking   | 15:00 Refreshments and networking  |
| <b>09:00 Introductions, agenda theme and outcomes for the seminar</b><br>Capt. Richard Brough OBE, Technical Adviser, <b>ICHCA International</b> & Director, <b>Brough Marine</b>       | <b>15:30 SESSION FOUR: PORTS OF REFUGE &amp; EMERGENCY OPERATIONS FOR THE BIG SHIP ERA</b>           |
| <b>09:10 REGULATORY BRIEFING: IMO SOLAS VGM, SAFE MOORING, MARPOL ANNEX V &amp; OTHER KEY LEGISLATIVE INITIATIVES IMPACTING THE SHIP-PORT INTERFACE LEGAL &amp; LIABILITY LANDSCAPE</b> | <b>16:15 BREAKOUT WORK GROUPS: HOW CAN VESSEL AND PORT OPERATORS WORK TOGETHER MORE EFFECTIVELY?</b> |
| <b>09:40 SESSION ONE: CURRENT &amp; EMERGING ISSUES AT THE SHIP-PORT INTERFACE – STAKEHOLDER PERSPECTIVES</b>   | <b>17:00 WORKGROUP FEEDBACK, CLOSING REMARKS &amp; KEY ACTION POINTS</b>                             |
| 11:00 Refreshments and networking   | 17:30 Close of seminar   |
| <b>11:30 SESSION TWO: THE SHIP AS A SHARED PLACE OF WORK IN PORT – IMPROVING SAFETY, SECURITY &amp; EFFICIENCY AT THE OPERATIONAL FRONTLINE</b>   | <i>ICHCA International reserves the right to alter the timings and content of the programme.</i>     |
| 12:30 Lunch & networking  |  |
| <b>13:30 SESSION THREE: REDUCING RISKS &amp; BOOSTING PRODUCTIVITY IN VESSEL HANDLING – NEW APPROACHES &amp; TECHNOLOGIES</b>   |  |

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TEL **+44 (0)20 3327 7560**

EMAIL [helen.coffey@ichca.com](mailto:helen.coffey@ichca.com)

## SEMINAR VENUE LOCATION

### Holman Fenwick Willan LLP

Friary Court  
65 Crutched Friars  
London, EC3N 2AE

Tel: **+44 (0)20 7264 8000**

Web: [www.hfw.com](http://www.hfw.com)

Nearest train station:

**Fenchurch Street**

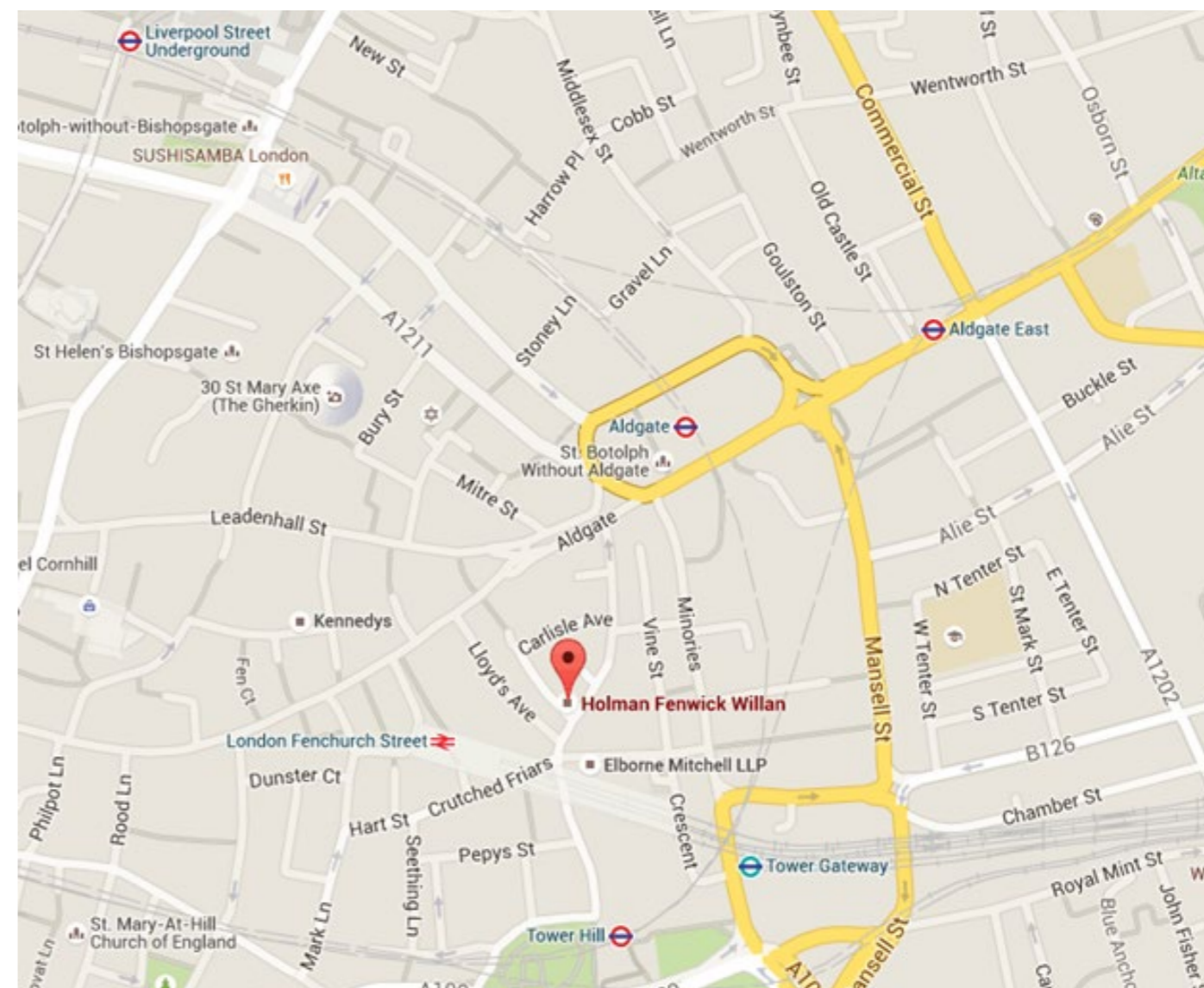
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Others nearby:

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SEMINAR FEES

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ICHCA member	<b>£175 + VAT</b> <del>£195 + VAT</del>
ICHCA premium member	<b>£135 + VAT</b> <del>£150 + VAT</del>
ICHCA associate member	<b>£225 + VAT</b> <del>£245 + VAT</del>
ISP member	<b>£157 + VAT</b> <del>£175 + VAT</del>
ICHCA non member	<b>£265 + VAT</b> <del>£295 + VAT</del>

Rates exclude VAT, which will be added to your invoice as applicable. Special rates apply for group bookings - please contact the ICHCA secretariat. Your seminar package includes full copies of the presentations after the event.

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 EMAIL [helen.coffey@ichca.com](mailto:helen.coffey@ichca.com)

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## ISP 76 MEETING AGENDA

### TUESDAY 13 SEPTEMBER

08:00 Registration, refreshments and networking

**09:00 Chairman's welcome and opening remarks**

**09:30 Technical update**

**10:00 Presentations**

11:00 Refreshments and networking

**11:30 Presentations**

13:00 Lunch & networking

**14:00 Presentations and breakout groups**

15:30 Refreshments and networking

**16:00 Presentations**

**17:00 Chairman's closing remarks**

### WEDNESDAY 14 SEPTEMBER

08:00 Refreshments and networking

**09:00 Presentations**

10:30 Refreshments and networking

**11:00 Presentations**

12:30 Lunch & networking

13:30 Close of meeting

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EMAIL [helen.coffey@ichca.com](mailto:helen.coffey@ichca.com)

## ISP 76 MEETING VENUE LOCATION

### TT Club Offices

90 Fenchurch St  
London, EC3M 4ST

Tel: **+44 (0)20 7283 4646**

Web: [www.ttclub.com](http://www.ttclub.com)

Nearest train station:

**Fenchurch Street**

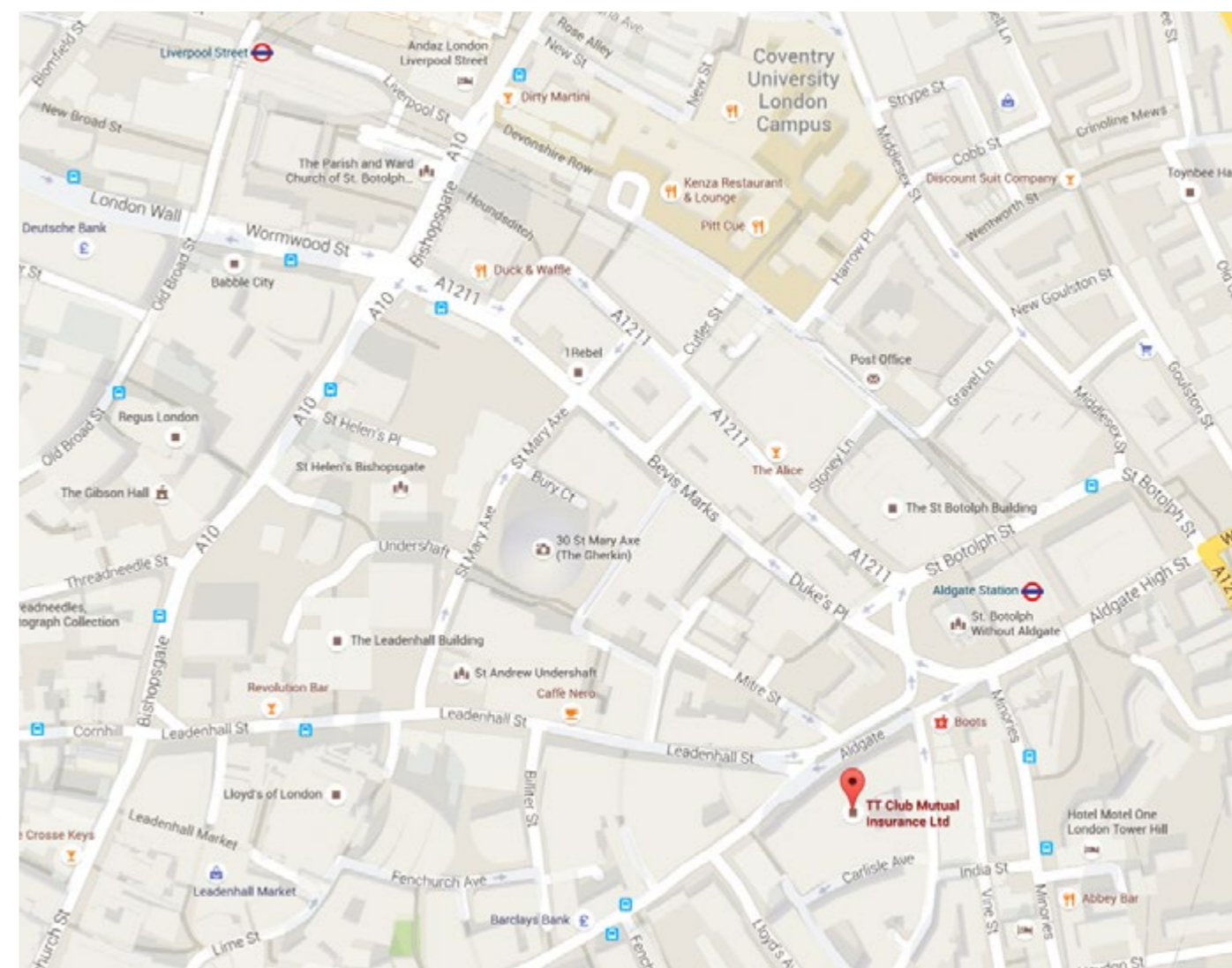
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# ICHCA International Ltd

## The voice of global cargo handling

Secretariat office  
Suite 5, Meridian House  
62 Station Road, London E4 7BA  
United Kingdom

Tel +44 20 3327 7560

[secretariat@ichca.com](mailto:secretariat@ichca.com)

[www.ichca.com](http://www.ichca.com)

 [@ICHCA2](https://twitter.com/ICHCA2)

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