

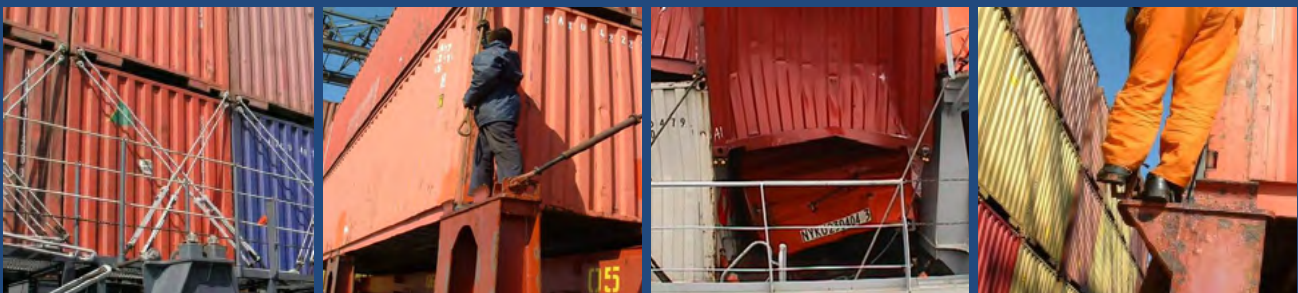
Container Lashing & Securing:

- > Improving Operational Safety & Productivity
 - > Meeting the Big Ship Challenge
 - > Reducing Container Losses

Wednesday 10 December 2014 | ECT Delta Terminal, Rotterdam

A practical one-day seminar from ICHCA International

- How amendments to the IMO Code of Safe Practice for Cargo Stowage and Securing will impact container vessel design and operations from 1 Jan 2015
- What does the growth in ship size mean for safe container stowage on-board?
- What else does IMO and the industry need to do to reduce losses of containers overboard?
- What can be done to improve operations at the ship-shore interface?
- Lashing and securing equipment: maintenance, standardisation and automation
- Corporate and legal responsibilities in container safe access
- Making stevedores and lashers jobs safer - practical solutions
- What can the container shipping and handling communities do NOW to reduce the damage, loss, injuries and deaths associated with lashing and securing?



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Or contact the ICHCA Secretariat

Tel: +44 (0)20 3327 7560 | Email: support@ichca.com

CONTAINER LASHING AND SECURING - WHY WE SHOULD CARE

Dear container transport and handling colleagues,

Despite the introduction of advanced vessel and cargo handling technology, the job of container lashing and securing remains largely manual, requiring personnel on deck and ashore. This is a hazardous operation, with injuries and lives lost every month. And the risks are multiplying as vessels grow in size and ports and terminals face larger call exchanges. Recent vessel casualties have also highlighted the forces faced by large ships at sea, and the problem of containers damaged or lost overboard as lashings fail.

Taking place in Rotterdam on 10 December, this practical one-day seminar will explore what the industry can do to reduce the risks and inefficiencies associated with container lashing and securing today both at sea and at the ship-to-shore interface. Among other topics, the seminar will provide a chance to discuss forthcoming amendments to IMO's Code of Safe Practice for Cargo Stowage and Securing, which from 1 January 2015 lays down new requirements for container access and lashing operations, affecting both new and existing vessels. The seminar will also explore the additional measures that IMO and the industry should take to help reduce the loss of containers overboard as recommended in the Marin Report "Lashing at sea".

Improving the safety and productivity of container lashing and securing 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. Fostering a better understanding of how the various parties are affected, and how they can work together to reduce the damage, loss, injuries and deaths associated with container lashing and securing, are key aims of this event.

Kindly hosted by Europe Container Terminals at its ECT Delta facility in Rotterdam - the first automated container terminal in the world and one of the largest in Europe - together with lashing and securing provider Matrans Marine Services, the seminar will include a chance to visit a vessel for a live study tour.

As the leading NGO association representing the interests of the global cargo handling industry, ICHCA International is pleased to present this seminar, which brings all the interested industry parties together to share the latest information and discuss the next steps for improving safety and productivity in vessel and port operations.

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

View speakers, agenda and book online at:

<https://www.etches.com/ichcacontainerlashingseminar>

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SEMINAR PROGRAMME

- 08:00 Registration, networking and refreshments
- 08:45 Welcome, opening remarks and introductions**
Philip Beesemer
General Manager, ECT Delta Terminal
Capt. Richard W A Brough OBE
Technical and Admin Director, ICHCA International
- 09:00 SESSION 1: THE CURRENT ISSUE**
Ensuring safety of personnel whilst continuing to meet operational requirements as vessels get larger and terminals busier
- 09:00 Lashing and securing in practice from the terminal operator's perspective**
Jan Boermans
Director HSSE Europe and Russia, DP World
- 09:15 Lashing and securing in practice from the handler's perspective**
Larry Keiman
Managing Director, Matrans Holding
- 09:30 Lashing and securing from the shipping line's perspective**
Shipping line representative
tbc
- 09:45 Q & A**
- 10:00 SESSION 2: NEW CHALLENGES**
Larger vessels, higher stacks, environmental changes and container losses
- 10:00 Pushing the boundaries: The role of class**
David Tozer
Global Manager Container Ships, Lloyd's Register
- 10:15 Container strengths and forces**
Bill Brassington
Owner, ETS Consulting
- 10:45 Q & A**
- 11:00 Refreshments and networking
- 11:30 Vessel visit (optional)**
In case of adverse weather conditions, an alternative programme will be arranged.
- 12:30 BREAKOUT GROUP A: What are the challenges we must face with lashing and securing containers going forward?**
- 12:30 BREAKOUT GROUP B: How the industry and IMO can help to reduce container losses**
- 13:00 Lunch and networking
- 14:00 Afternoon opening remarks and breakout group feedback**
Capt. Richard W A Brough OBE
Technical and Admin Director, ICHCA International
- 14:30 SESSION 3: NEW DEVELOPMENTS AND NEXT STEPS**
How the industry is changing and responses
- 14:30 Lashing@Sea project: Why containers are lost and what needs to be done**
Jos Koning
Senior Project Manager, Trials & Monitoring, Marin
- 14:45 Removing personnel from the danger area**
Lars Meurling
Vice President, Marketing and Product Business Development, Bromma Conquip
- 15:00 Equipment design and development**
Markus Theuerholz
Sales Manager, German Lashing Robert Böck
- 15:15 Q & A**
- 15:30 Refreshments and networking
- 16:00 Final Discussion: What do we do now?**
- 16:45 Conclusions, next steps and closing remarks**
Capt. Richard W A Brough OBE
Technical and Admin Director, ICHCA International
- 17:00 NETWORKING DRINKS RECEPTION AT ECT DELTA TERMINAL**
- ICHCA International reserves the right to alter the timings and content of the programme

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SEMINAR FEES & HOW TO BOOK

ICHCA member	£195 (+ VAT if applicable)
ICHCA ISP member	£175 (+ VAT if applicable)
ICHCA premium member	£150 (+ VAT if applicable)
ICHCA non-member	£295 (+ VAT if applicable)

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

3 WAYS TO BOOK YOUR PLACE

Register online at <https://www.etches.com/ichcacontainerlashingseminar>

Call us at **+44 (0)20 3327 7560**

Email Helen Coffey at helen.coffey@ichca.com

ABOUT THE VENUE

ECT Delta Terminal

Europaweg 875, Port number 8200

3199 LD Rotterdam (Maasvlakte), Netherlands

www.ect.nl

Located at the Maasvlakte, directly on the North Sea, ECT Delta is a pioneer in terminal automation, having introduced AGVs and automated stacking cranes to the world in 1993. Today, the terminal serves all the major global shipping lines, handling the largest ships 24/7, fully laden and without tidal limitations or locks.



Chosen as first port of call in Europe for many deep-sea carriers, ECT Delta is also Europe's leading feeder hub, with frequent connections linking to more than 100 ports spread across Europe and North Africa. The terminal supports multiple feeder, rail and barge shuttle links distributing cargo across Europe, along with some 20,000 truck calls a week.

HOTELS - SPECIAL RATES

For details of special hotel rates with the Carlton Oasis Hotel in Rotterdam, and any other seminar booking enquiries, please contact:

Helen Coffey in the ICHCA Secretariat:

Tel: +44 (0)20 3327 7560 Email: helen.coffey@ichca.com

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ECT

Container gateway to Europe

Since its foundation in 1966, ECT has expanded rapidly, growing into the leading and most advanced container terminal operator in Europe, handling most of the containers in the port of Rotterdam. In 2013 ECT handled 7,4 million TEU.

ECT operates the ECT Delta Terminal and the Euromax Terminal Rotterdam, both at Rotterdam's Maasvlakte along the North Sea, and the ECT City Terminal in the Eemhaven/Waalhaven area (near the city centre).

www.ect.nl

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Bromma Conquip AB

Headquartered in Stockholm, Sweden, Bromma is a major supplier of crane spreaders. In more than 50 years of continuous operations, Bromma has delivered crane spreaders to 500 terminals in 90 nations on 6 continents, and Bromma spreaders are in service today at 97 out of the world's largest 100 container ports.

Bromma is a major supplier of ship-to-shore crane spreaders, mobile harbour crane spreaders, and yard crane spreaders, and has delivered nearly 400 crane spreaders to automated terminals, where the highest level of reliability is essential.

www.bromma.com



German Lashing Robert Böck

German Lashing Robert Böck GmbH is a German-owned company with its headquarters in Germany & China and a global network of trained agents. More than three decades of experience in the manufacture and supply of container stowage and lashing systems have turned German Lashing into a leading mark of excellence, which is recognized and preferred worldwide.

German Lashing designs, manufactures, sells and services complete solutions for the container handling industry, globally accepted and certified by all classification societies.

www.germanlashing.de

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Baltic Transport Journal is an international printed bimonthly magazine focused on transport in the Baltic Sea region (BSR) with its nine countries: Poland, Germany, Denmark, Sweden, Finland, Russia, Estonia, Latvia and Lithuania. www.baltictransportjournal.com



Hazardous Cargo Bulletin (HCB) covers the transport of all kinds of dangerous goods, but particularly liquid chemicals, liquefied gases, explosives and radioactive materials. It covers transport by all modes: road, rail, maritime (bulk and packaged), inland waterway and air. www.hazardouscargo.com



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This authoritative journal is essential reading for all maritime transport, supply chain and security professionals. www.cargosecurityintelligence.com



WorldCargo News is the world's leading resource for international cargo professionals. www.worldcargonews.com



Container Management (cm) has been published for more than 30 years serving the port, terminal, intermodal and container handling equipment industries worldwide. www.container-mag.com



World Port Development is an independent publication that strives to offer balanced and informed reporting, providing a complete overview for all concerned. www.worldportdevelopment.com

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