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?

For more details and to book, visit https://www.etouches.com/ichcacontainerlashingseminar

Or contact the ICHCA Secretariat
Tel: +44 (0)20 3327 7560 | Email: support@ichca.com
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 Mattrans 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.etouches.com/ichcacontainerlashingseminar
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
SEMINAR FEES & HOW TO BOOK

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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.etouches.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
HOST & SPONSORS

Host

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

Sponsors

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
As an industry megaphone, 3PL News is an established online business portal, enabling logistics and supply chain providers to take advantage of the newest interactive marketing opportunities. www.3plnews.com

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

Bulk Distributor is the leading global publication covering the world of Bulk Logistics and offers unrivaled marketing opportunities for your products and services. www.bulk-distributor.com

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

Forkliftaction is the news service and business centre for materials handling. Established in 2000, Forkliftaction News has grown to be the only global online service for independent news about materials handling and forklifts. www.forkliftaction.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

The Maritime Executive began publishing in 1997. Each edition features executives from around the world and a case study on their company. www.maritime-executive.com

WorldCargonews is the world’s leading resource for international cargo professionals. www.worldcargonews.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