

Together in Safety Golden Safety Rules:

Apply Together in Safety [Golden Safety Rules](#)



Additional Guidelines and Best Practices:

Onshore Activities & Processes

- Demand the proper identification, classification, packaging, labeling, documentation and placarding of the cargoes/commodities transported by container units. Flammable, Combustible, Spontaneously Combustible, Heat Emitting, Corrosive, etc. substances are controlled as per IMDG Code and US CFR49 of the United States. Many cases of Container Fire are due to undeclared HAZMAT, or declared with different properties for their actual ones.
- Implement effective cargo screening processes at booking and/or prior to loading.
- Ensure the “packaging” and “packing” of the HAZMAT commodities, which are also controlled by the IMDG Code and US CFR49.
- Specify the correct requirements of the container. The specifications of Container Units are well regulated, but deviations do exist as shippers in many cases use “technicalities” to exempt their cargoes from being shipped in fit-for-purpose units.
- Obtain the appropriate documentation for each Container Unit that contains HAZMAT and be able to verify the apparent validity of the documents.
- Determine the correctness of the stowage position of each HAZMAT Unit to be in compliance with IMDG Code and/or US CFR49, not only in paper/software but also physically onboard (above or below deck).

Shipboard Activities & Processes

- Empower Masters to reject IMDG Container if non-compliant with the provisions of the IMDG Code and/or US CFR49 – i.e. missing or wrong documentation, heavily damaged and/or leaking Container unit, inability to load in certain position due to IMDG restrictions and availability of slots.
- Conduct daily checks on the IMDG Containers with particular interest to observe signs such as odor, vapors, leakages, as well as possible increase of the unit’s temperature or smoke coming out. Embrace technology to include proactive use of thermal cameras.
- Adopt best practices for fire-fighting equipment on existing vessels – water mist lances – which is mandatory for new build vessels.

Training:

Run realistic drills onboard, utilizing challenging and realistic scenarios.

In addition to compulsory STCW HAZMAT training, supplement with USCG-approved HAZMAT Training Course (eLearning)



See [CSSF: Industry Position on addressing container ship cargo fires](#) 

See [UK P&I Club/TT Club: Book it Right Pack it Tight](#)

See [Cargo Integrity Group/TT Club: CTU Code – a quick guide](#)

See [TT Club: Cargo Integrity](#)

See [CINS: Safety Considerations for Ship Operators Related to Risk-Based Stowage of Dangerous Goods on Containerships](#)

Verification:

Conduct live cargo audits during annual ISM audits.

Conduct a fire drill, simulating cargo fire, during each Superintendent visit onboard.