

# BULK TERMINALS

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## SUPPLY IN DEMAND

Insurers warn on threats to global vaccine rollout

## FREE STANDING

Leading the way in the UK's Freeports initiative

## GREEN GIANTS

The next generation of cranes and grabs



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# SAFETY COMES UNDER SCRUTINY

While there has been considerable concentration on rolling out vaccines during the pandemic, disruptions to their supply has perhaps received less scrutiny — except on a political level, where the question seems to concentrate on who gets the vaccine first



**I**nternational freight insurer the TT Club has been warning for several months on different threats to the distribution of vaccines on a global basis.

The club says that all links in the global supply chain must be increasingly alert to a range of risks due to criminal activity targeting vaccine supply. This includes not only theft and illegal sale of authentic vaccines, but counterfeiting, substitution with fake pharmaceuticals and contamination as criminals try to turn a buck with a very high value cargo.

Mike Yarwood, TT Club's managing director of loss prevention, warns the risks should not be underestimated. "It is probable that the market for counterfeit pharmaceuticals is worth US\$400bn a year and the World Health Organisation estimates that up to one million people die annually from counterfeited drugs," he points out.

"The current and future supply chain challenge to distribute the covid-19 vaccines, in all their forms, from various countries of production, will mean that these figures are likely to grow. Multiple incidents have already been reported," says Yarwood.

There have been a number of incidents recently where cargoes of

pharmaceuticals were contaminated or destroyed by illegal entries into trucks in transit. In the UK, three arrests were made following the theft from a truck of covid-19 lateral flow testing kits worth more than £100,000.

Two counterfeiting organisations focusing on covid-19 vaccines were successfully broken up recently. In one case, more than 3,000 saline filled vials were being sold as authentic vaccines and seized in Chinese police raids. Another report noted that 400 vials, the equivalent of around 2,400 doses, were discovered as containing fake vaccine in a warehouse in Gauteng, South Africa. While in both cases a quantity of counterfeit goods was seized and arrests made, it remains unclear what volume of fakes had already been manufactured and shipped.

There needs to be appropriate investment in the security of the subsequent supply chains, maintaining the integrity of the cargo, the TT Club says. TT urges equal attention by all governmental agencies to the end-to-end vaccine supply chain to avert fatal undermining of the substantial R&D efforts globally.

Yarwood concludes: "Should the responsibilities of the pharmaceutical companies and organisations funding the supply end at the point of production and sale, leaving local governments to manage security through the supply chain? A degree of uncertainty will prevail and security effectiveness differs from region to region. Operators who are called upon to transport, store and deliver such vital supplies therefore must be super vigilant in guarding against loss through theft and the infiltration of fakes into the supply chain."

## FAKE FORMS

Much of the shipping industry relies on BIMCO standard contracts. The contracts provide a familiar and secure contractual base on which parties can freely negotiate. However, the trust in the standard forms is undermined by fake copies that contain errors, or even deliberately hidden changes to the wording, BIMCO has warned.

BIMCO will add BIMCO's Contract Authenticity Clause to all the association's new and revised BIMCO contracts. Users can also incorporate the clause in their contracts now as a means of reducing their risk and saving time and effort in proof checking agreements offered by their counterparty.

The clause is straight forward and needs little explanation: whichever party issues the final execution copy of a contract based on a BIMCO contract template warrants that an authentic template from an authorised source was used.

Using the BIMCO Authenticity Clause or not, users should only use BIMCO contracts obtained from an authorised source.

In addition to contracts being available through BIMCO's own contract editor SmartCon, BIMCO has authorised Sea Contracts and Chinsay to issue its contracts.

## CONVEYOR RISKS

Meanwhile Martin Engineering has been emphasising the dangers to personnel working near conveyors and is offering advice on how to limit the risk of accidents.

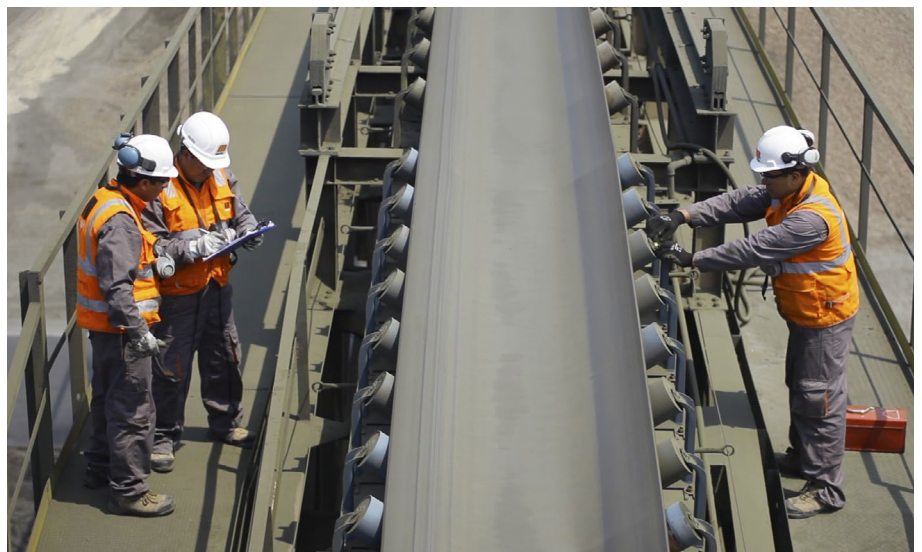
"Accidents are typically a result of a complex combination of probabilities, rather than a single unsafe act," observes Martin Engineering process engineer Daniel Marshall. "Except for the unsafe

act, it can be said that the accident would not have occurred if there was a safer design, better maintenance or less pressure for production."

A thorough risk assessment by trained professionals is the ideal way to bridge the gap between workers and managers when the rules need review, to identify hazards and implement controls to reduce risks. "A belt conveyor is a powerful machine with thousands of moving parts," Marshall continues. "These moving components might severely injure a worker, and can produce that injury in a fraction of a second."

The results from accidentally touching a moving conveyor belt are often disastrous, the company warns. It has been estimated that two-thirds of the fatalities involving conveyor belts take place while the belt is moving, usually as a result of a worker becoming entangled or crushed by moving equipment. The majority of these take place when maintenance or housekeeping is being done on or around an energised conveyor.

These fatalities are generally caused by two compounding practices. The first is performing maintenance without thoroughly locking, tagging, blocking and testing the conveyor. Another unsafe practice is touching a moving conveyor belt with a tool or implement of any kind. When these two choices are combined, the results are usually



CONVEYOR SERVICE SHOULD BE PERFORMED ONLY WHEN THE BELT IS PROPERLY LOCKED, TAGGED, BLOCKED AND TESTED  
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severe and often fatal. Even working on a conveyor that is turned off — but not locked out — can lead to tragedy.

“An intelligent and creative worker will often invent or discover ways to expedite certain functions or make work easier,” Marshall says. “Unfortunately, some of these shortcuts bypass safety hardware and/or best practices, putting the worker in harm’s way.”

Failure to properly lockout can exist in many forms, varying from disregarding lockout requirements, to working on a moving conveyor, to improperly stopping the conveyor. An example would be pulling the emergency-stop cord and assuming that the conveyor is de-energised.

Another common workaround involves entering a confined space without following established procedures. Other potential unsafe behaviour includes crossing a conveyor in a risky manner.



TAKING A SHORTCUT BY CROSSING OVER OR UNDER A CONVEYOR CAN LEAD TO INJURY  
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It can be dangerous to cross over a conveyor without using a designed and designated crossover structure. There is a high potential for a slip and fall. The worker may fall on the ground; if not, the worker will fall on to the conveyor belt.



OBSTRUCTIONS SUCH AS DISCARDED COMPONENTS, TOOLS OR SPILLAGE CAN CAUSE A SLIP, TRIP OR FALL INJURY  
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“Emergency-stop pull cords are the last line of defence if the belt needs to be stopped quickly in response to an entrapment or impending equipment failure,” Marshall adds. “The reaction time when such an event occurs is usually extremely brief, so workers need a way to stop the conveyor as fast as possible. In addition, the belt will not halt immediately and must coast to a stop. If the cord is broken, the switch is not working or the system is disabled, workers have lost the one final tool they have to protect themselves.”



SAFETY EQUIPMENT SUCH AS PULL STOPS AND EMERGENCY SWITCHES ARE VITAL TO CONVEYOR SAFETY  
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Often an accident occurs due to a combination of several poor work practices. In a 2003 study, ConocoPhillips Marine found a correlation between fatalities and unsafe practices. The study showed that for every fatality there are an estimated 300,000 unsafe behaviours.

“While even one unsafe practice has the statistical potential to lead to serious repercussions, conveyor accidents are rarely the result of a single action,” Marshall concludes. “More often, they result from a combination of company culture and unwise decisions. If workers can eliminate these unsafe practices and minimise their presence in danger zones, their chances of avoiding an accident will improve considerably.”

## ILLEGAL HEAVING LINE USE

The British Tugowners Association (BTA), along with seven other organisations including the UK Chamber of Shipping, has issued a notice against the continued illegal use of Dangerously Weighted Heaving Lines (DWHLs) in UK ports and harbours.

The use of DWHLs is a significant concern to the maritime community. The use of DWHL when thrown by ship’s crew passing mooring ropes or retrieving a messenger line is dangerous and has caused serious injury.

DWHLs are a significant safety hazard and have the potential to cause serious or fatal injury and cannot be an accepted activity in UK ports and harbours, the BTA says. Indeed, instances could lead to a fine or criminal prosecution of a ship’s master.

Commenting on the reissued notice, Scott Baker, chair of the BTA, says: “Regrettably, this is an issue that continues to affect tug crews and stevedores around the country and indeed globally. Safety to personnel must override convenience and the BTA welcomes the collaborative and co-operative approach the whole UK maritime sector is taking in raising awareness of this illegal practice.”

UK Chamber of Shipping chief executive Bob Sanguinetti adds: “Safety is and must continue to be of paramount importance for those across the shipping and maritime sector. There is no necessity or justification for the use

of DWHLs in UK ports and harbours, and vessels found to be using them may expect follow-up action from the Maritime & Coastguard Agency. The new notice demonstrates the maritime sector's commitment to call out bad practice and to strive for the safety of those working on board tugs or in ports."

The signatories call for shipowners, managers, agents, port operators and pilots to assist in eradicating the use of DWHL by the following:

- » Informing all incoming vessels of their duty to follow the Code of Safe Working Practices (COSWP)
- » Issuing them with MCA Safety Bulletin No. 2
- » Stressing that fines, Port State Control Inspections, and criminal prosecution are likely, especially should a vessel persist in their use.

The full document can be read at: [ukchamberofshipping.com/documents/2705/Joint\\_Industry\\_Second\\_Notice\\_Against\\_DWHLs\\_-\\_March\\_2021.pdf](http://ukchamberofshipping.com/documents/2705/Joint_Industry_Second_Notice_Against_DWHLs_-_March_2021.pdf)

## FACING THE FUTURE

Global safety solutions leader Survitec has unveiled a new face covering with protective features designed to reduce the spread of viral and bacterial infection, helping maritime workers follow social distancing rules more confidently.

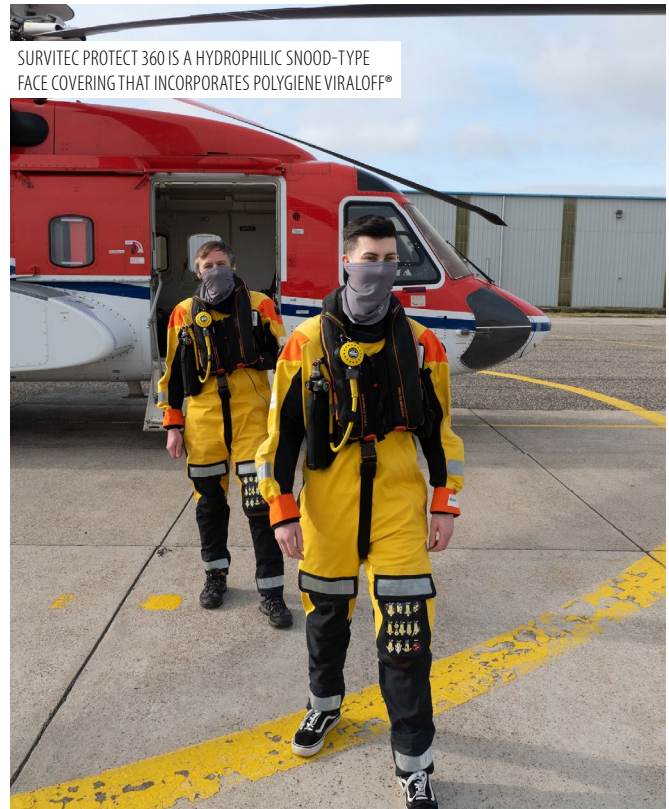
Developed in co-operation with oil majors and asset owners, Survitec Protect 360 is a hydrophilic snood-type face covering that incorporates Polygiene ViralOff®, a self-cleaning textile treatment technology proven to reduce 99% of known viruses from adhering to material surfaces. The Survitec Protect 360 has been tested to protect against SARS-CoV-2, H3N2 and H1N1 and is compliant with ISO18184:2019.

Christina Bracken, Survitec product category manager, life-saving appliances, explains: "Conventional surgical masks and N99-, N95 – or N90-type face coverings are usually disposable and uncomfortable to wear. Survitec Protect 360 is self-cleaning, reusable and washable — it can be machine washed up to 15 times," she says.

"Other virus protection masks on the market are typically hydrophobic in that they are designed to provide a barrier between the wearer and the microscopic water particles and mucus splatter caught on the masks external surface. This splatter can stay alive on the material, going on to cause infection when the mask is touched or removed," says Bracken.

"However, the hydrophilic nature of Survitec Protect 360 will wick away moisture while an inner three-ply laminate ensures any droplets are dispersed into the fabric structure. Any bacteria and virus is 'de-natured' within two hours as per ISO18184:2019 requirements.

"The silver chloride treatment intrinsic to the material's anti-viral properties allows the face covering to be handled without transferring the virus. Additionally, this means that it is safe to dispose through the standard textile recycling process," Bracken says.



SURVITEC PROTECT 360 IS A HYDROPHILIC SNOOD-TYPE FACE COVERING THAT INCORPORATES POLYGIENE VIRALOFF®



SURVITEC BRAND, CREWSAVER, HAS ALSO LAUNCHED EXOLOK, A NEW CYLINDER LOCKING SYSTEM THAT PROVIDES INCREASED SECURITY FOR GAS CYLINDERS ATTACHED TO LIFEJACKETS