

NCB CONTAINER INSPECTION SAFETY INITIATIVE



NCB finds evidence from numerous inspections over the past few years indicating that poorly secured, undeclared and misdeclared dangerous goods shipments continue to present a significant safety hazard and is initiating a second Container Inspection Safety Initiative to determine just how prevalent the problem remains.

Five years prior, NCB joined forces with ocean carriers, Maersk, Hapag Lloyd, and CMA-CGM, in a trailblazing effort that laid bare the disconcerting realities within container transport safety. The analysis revealed that an unsettling 55% of inspected containers were non-compliant, with 43% failing due to poorly secured dangerous goods, and an astonishing 6.5% found to be carrying misdeclared dangerous cargoes. Subsequent inspections, performed by NCB, have continued to reveal poorly secured dangerous goods in containers, as well as undeclared and misdeclared shipments of dangerous goods such as charcoal, flammable liquids, and used lithium-ion batteries.

In a determined response to these sobering revelations and escalating concerns around ship fires, particularly those stemming from lithium-ion batteries, NCB is enhancing its latest inspection initiative. This novel approach will leverage both on site and remote inspections, allowing for the efficient inspection of containers anywhere in the world and linking

customers directly with NCB's experienced team of surveyors. To encourage broader participation from industry and provide for a more comprehensive view on container risks globally, NCB is also inviting other players in the global supply chain to participate in the initiative including shippers, freight forwarders and 3rd party logistics service providers who may outsource Dangerous Goods container shipment compliance to other parties or wish to validate current processes. The initial container inspections performed by NCB as part of this initiative are being offered to all participants free of charge.

NCB expects this second round of inspections to expose further container deficiencies but, hopefully, reveal improvements since the first initiative. The ultimate goal is to further magnify problems and recommend corrective actions for future safety improvements, driving an industry-wide shift towards a safer maritime environment.



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