

**Press release****Maersk implements new guidelines on dangerous goods stowage**

**Aiming to further improve safety practices in stowage of dangerous cargo aboard container vessels, Maersk has completed implementation of new guidelines on dangerous goods stowage.**

**Copenhagen, Denmark** --- After a thorough review of current safety practices and policies in the stowage of dangerous cargo, Maersk has now completed implementation of new guidelines to improve safety across its container vessel fleet.

Following the tragic fire aboard Maersk Honam in March this year, Maersk took measures and implemented additional preliminary guidelines for stowage of dangerous goods. The company evaluated over 3,000 United Nations (UN) numbers of hazardous materials in order to further understand and improve dangerous cargo stowage onboard container vessels and developed a new set of principles called Risk Based Dangerous Goods Stowage.

Together with the American Bureau of Shipping (ABS), Maersk called for a workshop with other industry stakeholders to conduct a comprehensive Hazard Identification study that validated these new guidelines which have now been implemented across Maersk Line's fleet of more than 750 vessels. The Risk Based Dangerous Goods Stowage principles have also been presented to the International Maritime Organization (IMO) as well as the Danish Maritime Authorities.

"All cargo aboard Maersk Honam was accepted as per the requirements of the International Maritime Dangerous Goods Code and stowed onboard the vessel accordingly. Despite this, as the fire originated in a cargo hold in front of the accommodation which held several containers with dangerous goods, it had an unbearably tragic outcome," says Ole Graa Jakobsen, Head of Fleet Technology at Maersk. "This clearly showed us that the international regulations and practices with regards to dangerous goods stowage needs to be reviewed in order to optimally protect crew, cargo, environment and vessels."

The Risk Based Dangerous Goods Stowage principles have been developed with the aim of minimising risk to crew, cargo, environment and vessel in case a fire develops. The different container vessel designs were reviewed from a risk mitigation perspective and ultimately six different risk zones defined.

Cargo covered under the International Maritime Dangerous Goods Code will no longer be stowed next to accommodation and main propulsion plant which is defined as the zone with the lowest risk tolerance. Similarly, risk tolerance will be low below deck and in the middle of the vessel, whereas the risk tolerance will be higher on deck fore and aft. Utilising statistics on container fires in the Cargo Incident Notification System (CINS), Maersk defined which UN numbers can be stored in each risk zone.

Maersk will continue to review its rules and policies for accepting dangerous goods and assess how to further improve them. Together with other members of the CINS, Maersk is seeking to channel these experiences into developing new industry best practices:

“Container ship fires are a problem for our entire industry and we intend to share and discuss our learnings from this thorough review within relevant industry forums. We very much believe that discussions, views and insights among container carriers can further improve fire safety in our industry,” says Ole Graa Jakobsen. “We aim for long term improvements by reviewing our systems and then designing an end-to-end process that is safe for our seafarers and smooth for our customers.”

In the coming months, a review aimed at creating best management practices for dangerous goods stowage will be undertaken with participation from ABS, Lloyds Register, the International Group of P&I Clubs, National Cargo Bureau, the TT Club and Exis Technologies. Once the project is completed the best management practices will be published and presented to the International Maritime Organisation (IMO).

#### **Background: Maersk Honam fire in the Indian Ocean**

On Tuesday 6 March 2018, the Maersk liner vessel Maersk Honam reported a serious fire. The crew managed to release the vessels’ CO2 system into the cargo hold. Regrettably that did not stop the fire. Maersk Honam was carrying dangerous goods in the cargo hold where the fire originated, however at this time, there is no evidence to suggest that dangerous goods caused the fire. All cargo was accepted as per the requirements of the International Maritime Dangerous Goods Code and stowed onboard the vessel accordingly. Five crew members lost their lives in course of the incident. Maersk is still awaiting the investigation to establish the root cause of the fire in the cargo hold.

#### **About Maersk**

A.P. Moller - Maersk is an integrated container logistics company working to connect and simplify its customers’ supply chains. As the global leader in shipping services, the company operates in 130 countries and employs roughly 76,000 people.

A.P. Moller - Maersk consists of Maersk Line, APM Terminals, Damco, Svitzer and Maersk Container Industry. The mission of these businesses is to enable and facilitate global supply chains and provide opportunities for our customers to trade globally.

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