

**Press release**  
**9 May 2016**

## **Joint industry publication sets out guidelines for the carriage of Calcium Hypochlorite**

**New Guidelines for the carriage of Calcium Hypochlorite in containers have been published jointly by CINS (the Cargo Incident Notification System) and the International Group of P&I Clubs.**

Global production of Calcium Hypochlorite for both domestic and export markets is estimated at about 400,000 tonnes per year. The product is marketed widely as “chlorine powder” or “bleach powder” for applications such as water treatment or as a bleaching agent.

The practices set out in the new Guidelines are intended to allow the carriage of Calcium Hypochlorite under controlled circumstances, to ensure that it is properly declared, packaged and carried. The practices are also intended to encourage carriers to have the confidence to accept the commodity for shipment under an acceptable method.

The IG Clubs have, in recent years, observed an apparent upsurge in container fires involving Calcium Hypochlorite, leading to some lines imposing very strict carriage precautions or even outright carriage bans. Fire incident investigations also suggest that, in the vast majority of cases, the Calcium Hypochlorite has been either mis-declared by shippers (and therefore wrongly described as a product that would ordinarily be considered harmless); or having less strict carriage requirements under the IMDG Code. However, both the Protection and Indemnity Clubs (under the International Group of P&I Clubs) and the member Carriers of CINS fully recognise that many responsible shippers do properly declare their Calcium Hypochlorite shipments. These have been carried without incident, by applying the additional precautions recommended by the IG Clubs as well as the Carriers own precautions, which have led to this joint recommendation. Given the large quantities of Calcium Hypochlorite that are shipped each year, there is an obvious desire to both discourage mis-declaration by shippers and to encourage shipping lines’ confidence in the carriage of properly declared Calcium Hypochlorite under an acceptable method.

Working groups established by members of CINS and the IG Clubs have shared their views and experience. It is intended that the resulting new Guidelines will be seen as providing a clearer and more logical step-by-step guidance, starting with issues surrounding cargo hazards and

categorization under the IMDG Code, through to issues concerning container selection, container stuffing and stowage on the ship.

Key recommendations of the Guidelines are the use of plastic drums with adequate air circulation, a package limit of 45 kg net weight and a limit on the maximum payload per container not exceeding 14 tonnes. Dry or reefer containers may be used - provided that a proper risk assessment is undertaken.

A full overview of the precautions can be found in the Guidelines published on the websites of CINS ([www.cinsnet.com](http://www.cinsnet.com)) and the International Group of P&I Clubs ([www.igpandi.org](http://www.igpandi.org)).

- End -

**For further information, please contact:**

Patrick Hicks  
CINS Secretariat  
T: +44 (0)20 8390 0000  
E: [secretary@cinsnet.com](mailto:secretary@cinsnet.com)  
W: [www.cinsnet.com](http://www.cinsnet.com)

David Baker  
International Group of P&I Clubs  
T: +44 (0)20 7929 3544  
E: [secretariat@internationalgroup.org.uk](mailto:secretariat@internationalgroup.org.uk)  
W: [www.igpandi.org](http://www.igpandi.org)

## **Background information:**

### **CINS – Cargo Incident Notification System**

CINS is a shipping line initiative, launched in September 2011, to increase safety in the supply chain, reduce the number of cargo incidents on-board ships and on land, and highlight the risks caused by certain cargoes and/or packing failures. Membership of CINS currently comprises 16 container shipping lines, representing over 65 percent of the world's container slot capacity.

CINS permits analysis of operational information on all cargo and container incidents which lead to: Injury or loss of life, loss or serious damage of assets, environmental concerns. Data relating to any cargo incident on-board a ship is uploaded to the CINS database. The data includes information on: Cargo type, nature, packaging, weight; Journey (Load and Discharge ports); Type of incident and root cause.

### **International Group of P&I Clubs**

The 13 principal underwriting associations which comprise the International Group, between them provide liability cover (protection and indemnity) for approximately 90% of the world's ocean-going tonnage. Each Group Club is an independent, non-profit making mutual insurance association, providing cover for its shipowner and charterer members against third party liabilities relating to the use and operation of ships. Each Club is controlled by its members through a board of directors, or committee, elected from the membership.

Clubs cover a wide range of liabilities, including loss of life and personal injury to crew, passengers and others on board, cargo loss and damage, pollution by oil and other hazardous substances, wreck removal, collision and damage to property.

The International Group of P&I Clubs is an Advisory Member of CINS.