



BUSINESS SESSIONS

Our business sessions will have a high degree of Safety and Sustainability related items.

Safe access to vessels and safe visibility is a key issue in the interaction with our dry bulk terminals. It starts with effective lighting on shore and aboard the vessel. We will have Rightship presenting on related incidents and how to mitigate to better visibility. As PSS UK has guidelines for lighting of the terminal, we will have them bringing in their experiences. We will combine this into one point of safe access from/to terminals and to bigger and smaller vessels and safe working in vessels, whereby lighting is one element, also gangway / ladders. Access from terminals is regulated, although access from vessels is not regulated. How to improve communication (including checks and controls) between Vessel and Terminal, also related to the type of cargo that might bring in dangers? We will have our terminals presenting what controls should be done before starting to unload certain cargoes, e.g. biomass. We will have a presentation from our Members around serious incidents and 'near misses' that occurred. And once starting to load or unload a vessel, how to guarantee a safe working place, sufficiently lighted and having the right visibility.

Crew welfare – On 11th November we will be hosted by IMO in their offices. As crew welfare is a major key issue for IMO, we want to focus during an interactive panel discussion on the relation of dry bulk terminals with vessel crews and what can be improved. What are our terminals' roles and responsibility in that respect. How did we do during COVID19? Next to safe access to and from vessels, we should guarantee safe interaction with terminals. How can we improve self-assessment? From an International Harbour Masters Association point of view we will have IHMA and one of our Members presenting from IHMA perspective. What can we learn from this? We have a Member presenting an example from African terminals.

In the logistics of grains, **cargo fumigation** by phosphine gas is a key issue where it comes to the health of all people involved in mainly the unloading of grain cargoes. Toxic gasses are put into cargo hold to eliminate live insects and pests. When the holds are opened to unload vessels or trains, toxication of staff has taken place in recent incidents. IVR as a specialist institute will make an introduction on this subject, followed by some of our Members bringing in ideas how to mitigate the effects of these gases. Furthermore we will elaborate on **monitoring maritime logistics in grain.**