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**FOR IMMEDIATE RELEASE**

## **Cargo Incident Notification System receives BIC Award**

**The Bureau International des Containers (BIC) is pleased to announce that the Cargo Incident Notification System (CINS) has won the 2017 BIC Award. Presented annually, the award honors an individual or organization for notable contributions to safety, security, standardization, or sustainability in containerized transportation.**

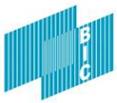
The BIC Award was presented to Ken Rohlmann of Hapag Lloyd, CINS Vice Chairman, and Jean-Christophe Triat of the Mediterranean Shipping Company (MSC), two of the founding members of CINS, in recognition of the work that CINS is doing to share information and improve safety aboard vessels and throughout the supply chain.

The presentation of the 2017 BIC Award was made during the annual meeting of the sub-committee on Carriage of Cargoes and Containers (CCC) at the International Maritime Organization (IMO) headquarters in London. It was presented by Douglas Owen, BIC Secretary General, and Giordano Bruno Guerrini, Chairman of the Board for the BIC.

“As a non-profit organization dedicated to safety within the shipping and container industry, BIC welcomes and encourages industry-led initiatives such as CINS,” says Douglas Owen, BIC Secretary General. “We have been particularly impressed with how CINS has brought the industry together to help improve safety throughout the supply chain. We are delighted to recognize this great achievement with a BIC Award.”

CINS was established in 2011 by five of the world’s biggest container lines; CMA-CGM, Evergreen, Hapag-Lloyd, Maersk Line and MSC, with the objective to highlight risks posed by certain cargoes and packing failures. By collecting this data within the CINS online database, trends and incidents requiring immediate action can be more easily identified than ever before.

Chairman of CINS Uffe Ernst-Frederiksen from Maersk Line says “The key driver for CINS remains ensuring safety of seafarers and all involved in the Maritime Supply Chain across the globe, as well as protecting the environment and assets. In today’s cargo booking environment



it remains key to maintain a level of vigilance where certain cargoes with potential self-reactive properties are involved.”

CINS Vice Chairman Ken Rohlmann expands “CINS is a unique group of international experts, acting independently from any commercial interests, purely driven by the aim to enhance the overall safety for our colleagues, both on board our vessels and within the entire transport chain.”

Through analyzing trends and database information, CINS is helping to ensure that safety is improved. For example, once areas of concern are identified, they can be addressed to relevant authorities to formulate appropriate recommendations or advice. This can include suggesting amendments to the International Maritime Dangerous Goods (IMDG) code, or offering advice on training around the correct packing and securing of cargo.

“CINS’ strategic efforts include producing guidelines, such as for the transport of Calcium Hypochlorite, steel coils and for the use of non-operating reefers,” says Mr. Ernst-Frederiksen. “Currently, CINS expert work groups are developing best practice guidelines on further specific cargoes in containers, including the carriage of charcoal, lithium batteries, metal scrap, hides and skins, cocoa butter and radioactive cargo.”

By collating information around all incidents resulting in injury or loss of life, loss or damage of assets, or environmental concerns, CINS also supports the industry by ensuring that shipping lines have facts to rely upon in the event of regulatory intervention.

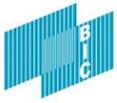
There are now 14 shipping line members of CINS representing two-thirds of the world’s containerized capacity, all of whom are able to access the information within the CINS database. There are also a number of Advisory and Honorary Members. It is led by a board of five experienced industry professionals from the founding container lines.

“This BIC Award is greatly appreciated by the CINS team and it will certainly act as an incentive to continue the committed work by CINS member companies,” concludes Mr. Ernst-Frederiksen.

For more details about CINS, visit [www.cinsnet.com](http://www.cinsnet.com).

For more information about the BIC, visit [www.bic-code.org](http://www.bic-code.org).

**ENDS – 633 WORDS**



## **About the BIC**

Founded under the auspices of the International Chamber of Commerce in 1933 as a neutral, non-profit, international organization, the BIC today has over 2100 members in 120 countries. The BIC has played an important role in the growth of containerization, with its long-established and active role in the development and maintenance of industry standards. Publisher of the BIC Code Register since 1970, the BIC was appointed by the International Organization for Standardization (ISO) in 1972 as the industry's global container prefix registry, a role further endorsed by international customs conventions. Since 2013 the BIC has also operated the Global ACEP Database, under the guidance of the IMO. The BIC recently launched the BoxTech Technical Characteristics Database to help improve efficiency and safety in the supply chain, and to help simplify compliance with SOLAS container weight reporting requirements.

Today, the BIC code is the “international calling card” of nearly every container in international trade, allowing for proper identification and facilitating the crossing of borders without delay. With a mission to promote the safe, secure and sustainable expansion of intermodal transportation, the BIC enables professional dialogue amongst its members, standards bodies, governments and other industry organizations. The BIC holds official observer status as a NGO at both the International Maritime Organization (IMO) and the World Customs Organization (WCO), and contributes regularly as an observer to the United Nations Economic Commission for Europe (UNECE) and other organizations.

For further information or to arrange an interview, please contact:

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