

Legislation and government resources lagging growth in size of container ships, says Wilson



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As more dangerous goods are shipped, more lobbying is required of national authorities and the IMO by the insurance industry according to John Wilson, Director Technical Services Asia, of the Hong Kong office of the P&I insurers, The American Club.



Wilson told the IUMI 2014 conference that container ships are growing in size, and there is therefore more exposure to claims due to an incident involving dangerous goods containers.

Wilson commented: "The legislation, and the government resources to reinforce it, is lagging behind the growth of the container ship industry."

Wilson also urged an overall improvement from national authorities in monitoring training, including internet training courses in the carriage of dangerous goods, and for authorities to consider increasing penalties, for example by revoking licenses or blacklisting those companies that do not comply with dangerous goods transportation codes.

and statistics of common interest, attended by marine underwriters and other marine professionals. IUMI's roots date back to 1874. Dangerous goods include explosives, gases, flammable liquids, radioactive materials and corrosive substances and other cargoes that can pose a hazard.