

SAFETY VILLAGE AGENDA

After many years **TOC EUROPE** returns to **Hamburg, Germany** on **19th, 20th & 21st May 2026**.

The event will take place at the **Hamburg Messe Convention Centre** and will feature a large tradeshow exhibition with the latest port equipment and solutions as well as a multi-stream content programme where leading experts from the port, maritime transport and logistics sectors to meet, learn, debate and network. Additionally, there will be plenty of networking opportunities: A port tour to HHLA's facilities at the Port of Hamburg (18th May), a VIP reception in the evening of 19th May, our TOC GO app for enhanced networking, and more.

Each content programme at TOC EUROPE will have a special focus:

- **CSC LIVE** (Container Supply Chain) will deliver real learning value, taking the form of a strategic 'boutique conference' that focuses on cargo flows across the broader maritime supply chain.
- **TECH TOC** will continue to examine how new technologies and solutions can make terminal operations more efficient.
- **SAFETY VILLAGE** will continue to place the spotlight on safety across port, maritime and logistics operations.

The SAFETY VILLAGE is a joint initiative between TOC Worldwide, TT Club and ICHCA to highlight safety across the port, terminal and maritime transport sectors. With representatives from port authorities, terminal operators, carriers, logistics companies, technology providers, safety & compliance specialists, among others, this programme combines technological innovation with best practices providing the audience with a comprehensive understanding of safety.

AGENDA AT A GLANCE:

- **DAY 1**
 - **OPENING SAFETY REMARKS: WHAT KEEPS YOU AWAKE AT NIGHT?**
 - **A TRANSVERSAL APPROACH TO SAFETY PERFORMANCE AT PORTS AND TERMINALS**
 - **TECHNICAL SESSION 1: SAFETY MILESTONES THROUGH AUTOSTRAD DEPLOYMENT AT PIER 400**
 - **THE ROLE OF HUMAN BEHAVIOUR AND PSYCHOLOGY IN SAFETY TRAINING**
 - **PRACTICAL STEPS FOR CLIMATE CHANGE RISK MITIGATION**
- **DAY 2**
 - **CARGO INTEGRITY, SAFETY & COMPLIANCE**
 - **A HOLISTIC APPROACH TO FIRE RISK MITIGATION**
 - **NEW TECH & INNOVATIONS IN SAFETY**
 - **TECHNICAL SESSION 2: SICK'S MULTISCAN100-S – THE FIRST SAFETY-CERTIFIED 3D LIDAR SENSOR DESIGNED FOR INDUSTRIAL APPLICATIONS**
 - **TECHNICAL SESSION 3: SIBRE'S SNAG LOAD PROTECTION SYSTEM**
 - **TECHNICAL SESSION 4: OVERHEAD LOAD PROTECTION SYSTEM – A CASE STUDY WITH MI-JACK EUROPE AND LONG BEACH CONTAINER TERMINAL**

SPEAKERS CONFIRMED

- **Ray Eagle**, Director of Safety, Health, Environment & Quality, **Doyle Shipping Group – Ireland**
- **Johan Bjerstedt**, Sales & Marketing Manager, **Fogmaker International AB**
- **Jen Maddison**, Health, Safety & Culture Lead, **Port Skills & Safety**
- **James Hookham**, Director, **Global Shippers Forum**
- **Joison Joy**, Claims Adjuster, **Collyers**
- **Tommy Carnebo**, Training Manager & EV Risk Specialist, **DAFO Vehicle AB**
- **Pablo Aguirre**, CEO, **Stowlog**
- **Richard Steele**, CEO, **ICHCA International**
- **Michael ‘Mike’ Yarwood**, Managing Director, Loss Prevention, **TT Club**
- **Paul Gallie**, Managing Director, **PSL Advisors FZCO**
- **Ingrid Lambert**, Green Ports and Climate Resilience Consultant, **Haskoning**
- **Albrecht Bergemann**, Product Manager LiDAR, **SICK AG**
- **Christopher Allen**, Director of Health, Safety, Security & Environment (HSSE), **APMT Terminals Pier 400**
- **Oskari Tahtinen**, Director, Products and Technology, Automation Business Line, **Kalmar**
- **José García**, Sales Engineer, **SIBRE**
- **Stephan Trauth**, General Manager, **Mi-Jack Europe**
- **Joerg Spiegelhalter**, Global Industry Manager – Ports & Terminals, **SICK AG**
- **Dr Ross Moloney**, Chief Executive Officer, **LEEA – Lifting Equipment Engineers Association**
- **Jamie Baldasera**, Vice-President – Product Delivery, **NCB Hazcheck**
- **Aron Newton**, Executive Vice President, **Mi-Jack**
- **Steve Cameron**, Principal Consultant, **CMR – Cameron Maritime Resources & Principal, Independent Port Consultants**
- **Bogdan Oldakowski**, Secretary General, **Baltic Ports Organisation (BPO)**
- **Capt. Dirk Vande Velde**, Senior Consultant, **Waves Group**
- **Harry Palmer**, Risk Assessment Manager, **TT Club**
- **Neil Dalus**, Risk Assessment Manager, **TT Club**

DAY 1 – 19th MAY

OPENING SAFETY REMARKS: WHAT KEEPS YOU AWAKE AT NIGHT?

11.45 – 12.15 (panel discussion, no presentations)

There are multiple safety-related issues that pose risks for the port labour force. These vary according to the different reality of each terminal. From geographic location and weather conditions to the size of the terminal or equipment being used, safety concerns and challenges are specific and vary across the industry.

To better understand how these affect the industry, TOC Worldwide has partnered with TT Club and ICHCA to collect data to map out the landscape of safety across different ports and terminals, understating how it varies across different contexts. By sharing this information, this panel can provide an overview of the industry and facilitate a ‘safe space’ to exchange experiences, opinions and identify potential solutions to common safety challenges.

KEY DISCUSSION POINTS:

- What are the most common safety concerns across ports and terminals?
- How do safety priorities vary across regions and terminal sizes?
- Safety Magic Wand: What would you solve first?

PANELLISTS:

Richard Steele, CEO, ICHCA International

Michael ‘Mike’ Yarwood, Managing Director, Loss Prevention, TT Club

A TRANSVERSAL APPROACH TO SAFETY PERFORMANCE AT PORTS AND TERMINALS

12.30 – 13.15 (panel discussion, no presentations)

Describing a terminal as ‘safe’ can be very subjective: What makes a terminal safe? At which point does it stop being safe? Or is it possible to come up with a differentiated-tier approach to safety, with a spectrum that goes from least safe to safest?

The possibilities are many, but the industry needs clear KPIs that allow to benchmark safety performance and measure its effectiveness against it. By developing a quantifiable approach that covers safety transversally with different pillars – one for each area to tackle – ports and terminals can properly design actionable plans to increase safety while maintaining operational efficiency.

This panel will gather H&S experts as well as representatives from ports and terminals to share their views on how to an effective safety and risk management strategy can be implemented.

KEY DISCUSSION POINTS:

- How can H&S leaders work in tandem with other departments to integrate safety into the overall business operations instead of working in silos?

- Defining safety verticals with quantifiable indicators to measure safety performance
- What are effective ways to collect data that enables H&S leaders to identify potential risks, and design comprehensive risk mitigation strategies?
- Working with the labour force to identify the root of systemic safety issues at ports and terminals
- How can ports and terminals make sure that their approach to safety moves from reactive to preventive?
- Understanding the role of human factors in incident investigations

MODERATOR:

Harry Palmer, Risk Assessment Manager, **TT Club**

PANELLISTS:

Ray Eagle, Director of Safety, Health, Environment & Quality, **Doyle Shipping Group – Ireland**

Johan Bjerstedt, Sales & Marketing Manager, **Fogmaker International AB**

Paul Gallie, Managing Director, **PSL Advisors FZCO**

**TECHNICAL SESSION 1: SAFETY MILESTONES THROUGH AUTOSTRAD
DEPLOYMENT AT PIER 400**

14.15 – 14.45 (brief technical presentation with Q&A)

APM Terminals Pier400 Terminal is amongst the safest in the world and has set multiple safety records over the past years. In this presentation we will give insights in:

- Safety records at Pier400
- Safety culture and management at Pier400
- Kalmar AutoStrad safety features currently deployed at Pier400

MODERATOR:

Neil Dalus, Risk Assessment Manager, **TT Club**

SPEAKERS:

Christopher Allen, Director of Health, Safety, Security & Environment (HSSE), **APM Terminals Pier 400**

Oskari Tahtinen, Director, Products and Technology, Automation Business Line, **Kalmar**

THE ROLE OF HUMAN BEHAVIOUR AND PSYCHOLOGY IN SAFETY TRAINING

15.00 – 15.45 (panel discussion, no presentations)

To determine whether a working environment is safe or not there needs to be concrete measures that objectively minimize potential safety hazards. However, how these measures and their

effectiveness are perceived by the port workforce and is also crucial as it strengthens psychological safety.

According to Harvard Professor, Amy Edmondson, psychological safety is a key factor in creating a healthy working environment where the workforce can understand and internalize the need for speaking up their minds. This includes flagging up elements and patterns that may pose a risk. While her approach focuses mainly on work in an office space, the logic is transferable to the port & terminal sector. An internalized approach to safety – that is, understood by the labour force, not forced upon – can lead to port workers to actively engage in safety best practices, identifying elements that pose a potential risk. Whether these are isolated incidents or patterns, a behavioural approach to safety can encourage a culture of continuous improvement.

Just like wearing the seatbelt while driving a car became an internalized conduct, a behavioural approach towards safety culture, best practices and the right use of equipment can significantly improve safety performance across ports and terminals.

KEY DISCUSSION POINTS:

- Understanding the difference between internalized safety and certified safety: How does human perception of safety influence its performance?
- How can port & maritime leaders move from enforcing best practices in safety to nurturing an internalized culture of risk prevention?
- Can a psychological and behavioural approach to safety best practices help to identify systemic issues at ports and terminals?
- Designing innovative training schemes to strengthen a culture of safety and risk prevention based on human behaviour

MODERATOR:

Richard Steele, CEO, ICHCA International

PANELLISTS:

Jen Maddison, Health, Safety & Culture Lead, Port Skills & Safety

Dr Ross Moloney, Chief Executive Officer, LEEA – Lifting Equipment Engineers Association

Steve Cameron, Principal Consultant, CMR – Cameron Maritime Resources

PRACTICAL STEPS FOR CLIMATE CHANGE RISK MITIGATION

16.00 – 16.45 (panel discussion, no presentations)

As the effects of climate change become more apparent, ports and terminals need to look at strategies to mitigate its potential impact, not regarding their operations but also the safety of their staff. These plans will vary significantly depending on what climate change-related risks are most pressing in each case. While some ports are facing stronger waves and winds – and even hurricanes or typhoons –, others are experiencing extreme temperatures. Regardless of the nature of each event, their potential impact on the safety of port staff and infrastructure is growing.

To avoid surprises and mitigate potential risks, ports and terminals are now looking at innovative tools and methods to predict rising sea levels, flooding risks, etc. The key in this scenario is not waiting for a disaster to happen but deploying a culture of prevention, with specific action points and tools that will vary from one case to another.

And in the event of a climate change-related event, ports and terminals need to have effective crisis management protocols that minimize effects and keep their staff safe.

KEY DISCUSSION POINTS:

- How are climate change related events impacting ports and terminals from a health, risk & safety perspective?
- Which regions are becoming most vulnerable to specific climate change related events? What action plans can ports and terminals deploy to minimize potential impact and safety risks?
- What considerations are needed to strengthen climate change resilience at ports and terminals? What new technologies can assist in this regard?
- How can ports and terminals deploy strong crisis management protocols in the event of a climate change related event?

MODERATOR:

Neil Dalus, Risk Assessment Manager, **TT Club**

PANELLISTS:

Ingrid Lambert, Green Ports and Climate Resilience Consultant, **Haskoning**

Steve Cameron, Principal, **Independent Port Consultants**

Bogdan Oldakowski, Secretary General, **Baltic Ports Organisation (BPO)**

Capt. Dirk Vande Velde, Senior Consultant, **Waves Group**

DAY 2 – 20TH MAY

CARGO INTEGRITY, SAFETY & COMPLIANCE

11.15 – 12.00 (panel discussion, no presentations)

Concerns surrounding the integrity of the cargo and the safety of the personnel are shared by both the port & terminal staff as well as the shippers and the cargo owners.

According to the Cargo Integrity Group there are certain types of cargoes that under certain circumstances can cause dangerous incidents. From reactive hazards that can catch fire to cargoes at risk of spilling or leaking, meeting packing standards – within the container – and clear cargo handling protocols are pivotal to guarantee not just the integrity of the cargo but also the safety of the personnel.

This panel will gather representatives from the shipper and port sectors to explore the Do's and Don'ts when it comes to cargo integrity, safety and compliance.

KEY DISCUSSION POINTS:

- Identifying potential 'cargoes of concern' within the containerised supply chain, potential safety hazards and specific conditions that increase risk for personnel
- What are the biggest cargo integrity concerns for BCOs while at ports? What are potential countermeasures for these?
- Working in tandem with customs and inspection agents to guarantee compliance and the integrity of the cargo
- From packing to container handling, what are specific protocols that can guarantee the integrity of the cargo and the safety of the personnel involved?

MODERATOR:

Richard Steele, CEO, **ICHCA International**

PANELLISTS:

James Hookham, Director, **Global Shippers Forum**

Joison Joy, Claims Adjuster, **Collyers**

Jamie Baldasera, Vice-President – Product Delivery, **NCB Hazcheck**

A HOLISTIC APPROACH TO FIRE RISK MITIGATION AT PORTS

12.30 – 13.15 (panel discussion, no presentations)

Fires are one of the biggest threats to port safety, and the seriousness of their impact can vary significantly depending on their size, reach, origin and the time it takes to put it out.

The conditions that can lead to a fire outbreak at port include the improper storage of flammable materials or hazardous cargo, etc. Given this multiplicity of factors, it is imperative that ports and terminals can identify these on time. By doing so, not only can they implement proper mitigation

protocols are but also deploy the right firefighting and fire detection equipment for each potential scenario.

It is by developing a holistic strategy that incorporates reactive and preventive measures that ports and terminals can minimize fire risks and their potential damage. This panel will gather specialists in fire risk management to discuss multiple approaches to this safety issue.

KEY DISCUSSION POINTS:

- Fire risks and hazards at the port: What to look for and what to avoid?
- What are the different types of fires? How do these vary in terms of cause and firefighting methods?
- What is the right fire fighting equipment for each specific fire type?
- Understanding the importance of firefighting equipment maintenance
- What to do when a fire starts?

MODERATOR:

Neil Dalus, Risk Assessment Manager, **TT Club**

PANELLISTS:

Johan Bjerstedt, Sales & Marketing Manager, **Fogmaker International AB**

Tommy Carnebo, Training Manager & EV Risk Specialist, **DAFO Vehicle AB**

NEW TECH & INNOVATIONS IN SAFETY

14.15 – 15.00 (panel discussion, no presentations)

The role that technology and innovation play in the safety of workers, equipment, and cargo continues to evolve.

Whether discussing about AI-powered technologies to predict and identify potential safety hazards, IoT-enabled sensors to prevent collisions, autonomous equipment that minimizes risk for humans at the berth, or enhanced fire suppression systems, among others, the seamless integration of new technologies into daily operations can make a difference when it comes to protecting port staff. However, the successful deployment of safety solutions does not solely rely on the technology itself but on how easily these can be embraced by workers, as well as a measurable increase in safety performance resulting from this.

This panel will provide actionable insights for port and terminal operators looking to leverage technology to create safer, more efficient, and future-ready operations.

KEY DISCUSSION POINTS:

- What are the latest innovations in safety technology?
- How can these be implemented without disrupting daily operations at the terminal?
What are the barriers that slow down their adoption?
- What are the tipping points for technology innovation in safety?
- Measuring the ROI on safety technology: What criteria is to be observed?

MODERATOR:

Michael ‘Mike’ Yarwood, Managing Director, Loss Prevention, **TT Club**

PANELLISTS:

Pablo Aguirre, CEO, **Stowlog**

Joerg Spiegelhalter, Global Industry Manager – Ports & Terminals, **SICK AG**

José García, Sales Engineer, **SIBRE**

Aaron Newton, Executive Vice President, **Mi-Jack Europe**

**TECHNICAL SESSION 2: SICK’S MULTISCAN100-S – THE FIRST SAFETY-CERTIFIED
3D LiDAR SENSOR DESIGNED FOR INDUSTRIAL APPLICATIONS**

15.15 – 15.45 (brief technical presentation with Q&A)

Automated container terminals must balance safety, productivity, and system availability, yet collision avoidance systems often struggle with environmental disturbances that cause false alarms and reduced operating speeds. The multiScan100-S directly addresses these limitations as the first safety-certified 3D LiDAR sensor designed for industrial applications.

Its Safe Multi-Echo Technology filters out rain, fog, dust, and other interferences, allowing the sensor to detect real objects at the full safety-rated range without unnecessary stops. This minimizes false positives while maintaining high process speeds, significantly improving availability and throughput.

The sensor introduces an innovative certification concept with compliance to ISO 13849 (PL b) and IEC TS 62998 (performance class C) and is already approved for higher PL-rated systems. Its dual safety functions — Safe Measurement Data and Safe 3D Object Detection — offer both advanced, customizable data processing and traditional protective field monitoring.

In operation, the multiScan100-S enables faster, safer, and more reliable container handling. Its true 3D detection capabilities allow recognition of overhanging loads and full-body person detection, addressing scenarios where 2D systems fall short. The result is safe collision avoidance without sacrificing productivity.

KEY DISCUSSION POINTS:

- How can SICK’s multiScan100-S enhance safety and prevent collisions without disrupting daily operations?
- What considerations should ports and terminals keep in mind during the implementation process?
- How does this sensor differ from others offering similar safety solutions?

MODERATOR:

Harry Palmer, Risk Assessment Manager, **TT Club**

SPEAKER:

Albrecht Bergemann, Product Manager LiDAR, **SICK AG**

TECHNICAL SESSION 3: SIBRE'S SNAG LOAD PROTECTION SYSTEM

16.00 - 16.45 (brief technical presentation with Q&A)

SIBRE's Snag Load Protection (SLP) system uses a high-precision sensor and machine-learning algorithms to detect and prevent dangerous snag-load events on Ship-to-Shore cranes before tension develops, while its Guardian add-on provides continuous monitoring of crane motion intensity and 360° impact detection.

This technical session will feature a brief demonstration of how SIBRE's SLP system works and will provide the audience with an opportunity to ask questions regarding its implementation process.

KEY DISCUSSION POINTS:

- How does SIBRE's Snag Load Protection (SLP) prevent potentially dangerous snag-load events on ship-to-shore cranes? How does it sensor and M/L algorithms work?
- What considerations should ports and terminals keep in mind during the implementation process?
- How does this sensor differ from others offering similar safety solutions?

MODERATOR:

Neil Dalus, Risk Assessment Manager, **TT Club**

SPEAKER:

José García, Sales Engineer, **SIBRE**

TECHNICAL SESSION 4: OVERHEAD LOAD PROTECTION SYSTEM – A CASE STUDY WITH MI-JACK EUROPE AND LONG BEACH CONTAINER TERMINAL

16.45 – 17.15 (brief technical presentation with Q&A)

For years, the industry struggled with the risks of overhead crane movements. To address this safety hazard, Long Beach Container Terminal (LBCT) and Mi-Jack Europe have deployed their overhead load protection system, which identifies dynamic exclusion zones to physically prevent cranes from passing over ground personnel and vehicles.

By implementing this system in April 2025, LBCT has managed to significantly increase safety in daily operations with zero incidents recorded as well as achieving full visibility by live monitoring all personnel and equipment on the rail yard. Further to delivering safer working conditions, efficiency has increased as well by reducing downtime given that maintenance process can take place while cranes continue to operate.

This session will examine this case study, providing an understanding of how this system works and specific considerations for its implementation.

KEY DISCUSSION POINTS:

- How has the overhead load protection system implemented at LBCT in partnership with Mi-Jack Europe increased safety across daily operations? How does this system work?
- What are key aspects that this system tackles to minimize safety risks for port staff? How is its effectiveness being measured?
- What considerations should ports and terminals keep in mind during and after the implementation process?
- How has this system made LBCT a safer working environment?

MODERATOR:

Harry Palmer, Risk Assessment Manager, **TT Club**

SPEAKER:

Stephan Trauth, General Manager, **Mi-Jack Europe**