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About ICHCA – International Cargo Handling Co-ordination Association

The International Cargo Handling Co-ordination Association (ICHCA) is an international, independent, not-for-profit organisation dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement by all modes and through all phases of national and international supply chains. ICHCA International’s privileged non-government organisation (NGO) status enables it to represent its members, and the cargo handling industry at large, in front of national and international agencies and regulatory bodies. Its Expert Panel provides best practice advice and publications on a wide range of practical cargo handling issues.

ICHCA Australia Ltd is proud to be part of the ICHCA International Ltd global network. To access past newsletters and other useful information go to the ICHCA Australia website at www.ichca-australia.com . The ICHCA international website is at www.ichca.com. To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at peter.van-duyn@ichca.com or telephone 0419 370 332.

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ICHCA SA to hold industry luncheon

Save the date

The SA chapter of ICHCA will hold an industry luncheon in Adelaide on Thursday 18 May. Speakers will be Jonathan Cheong, Adelaide Airport head of aviation business development & commercial, and Scott McKay, T -Ports CEO and Flywheel Advisory founder & principal. More details to come!

ICHCA welcomes Port Technology International

ICHCA is delighted to welcome new member Port Technology International, a leading multi-channel media company. This new partnership is welcomed by both parties as a framework to support their mutual interest in the dissemination of knowledge, best practice and commentary on the challenges and issues facing the global cargo-handling community.

In welcoming the new member, ICHCA International CEO Richard Steele stated, “Co-operation with key media organisations is critical to the safe and efficient performance of today’s increasingly complex supply chains. At ICHCA we remain committed to our efforts to improve safety, security and sustainability and with the help of Port Technology International, we can continue to spread our key messages, through their editorial, webinars and industry events”.

ICHCA events calendar launched



We are delighted to introduce our latest improvement to the ICHCA website, aimed at keeping you informed and better able to plan learning and information sharing. The ICHCA Events Calendar is a one-stop shop for ICHCA meetings and members’ and partners’ events.

Each of the meetings and activities in the ICHCA Events Calendar is an opportunity to share learning, discover more about cargo safety and ICHCA’s activities, network with other professionals, and engage with stakeholders on matters that affect our industry. The events provide opportunities for:

- your personal continuing professional development
- your input on ICHCA’s direction
- your voice to be heard internationally on safety in our industry.

How ICHCA members can be involved:

- Members are welcome to our open members’ activities.
- We list board and steering group meetings that are by invitation or application to join
- ICHCA members can attend IMO meetings as observers
- As a new membership benefit, we have some complimentary tickets available for each of Transport Events’ Conferences in 2023.

Five organisations come together to improve safety

A Memorandum of Understanding (MOU) was signed on 16 March 2023 to bring together five organisations with a shared vision for the safety and security of global trade:

- Cargo Incident Notification System (CINS)
- Confidential Human Factors Incident Reporting Programme (CHIRP)
- Container Owners Association (COA)
- International Cargo Handling Coordination Association (ICHCA)
- Ship Message Design Group (SMDG)

This collaboration will take advantage of unified information and data sources to bring greater awareness and understanding of issues, with a view to prevention. The five organisations have a commonality of purpose to create a framework for cooperation that enables each group to benefit from each other's activities in areas of joint interest. In the immediate term, the focus will be on improved safety during the global transport and handling of goods that have the potential to cause injury to the workforce and/or damage to the environment and/or the goods.

Industry bodies produce guide for the transport of lithium-ion batteries

The Lithium-ion Batteries in Containers Guidelines seek to prevent the increasing risks of transporting lithium-ion batteries by sea by providing suggestions for identifying such risks and thereby helping to ensure a safer supply chain in the future. Together with its partners, the Cargo Incident Notification System Network (CINS) has compiled this comprehensive document covering the properties of these batteries and their potential to explode, initiate fires and emit toxic gases.

Extensive measures are outlined to support the safe transport of an exponentially increasing volume of lithium-ion batteries in their various states or charge and when contained in electronic devices. The classification and regulation, container packing, landside storage, stowage onboard ships, incident detection and fire suppression, and loss prevention and risk mitigation of the batteries are also covered.

“We strongly urge all stakeholders in the production, supply, transport, handling and sale of lithium-ion batteries, whether as individual components or integrated into an electronic device, vehicle or other product, to recognise their responsibilities in maximising safety when in transit,” commented Dirk Van de Velde, deputy chair of CINS and a board member of ICHCA. “Our guidelines will create greater awareness of the possibilities of the damaging and life-threatening incidents, which have already occurred, and instil more urgent motivation to act before more catastrophic disasters result.”

Intended as the first of an on-going series of publications to be updated as circumstances require, Lithium-ion Batteries in Containers Guidelines (101.A) provides a general overview and will be followed by three further documents – regulatory compliance checklists, risk assessment and emergency response, and training and educational awareness. Stakeholders in the supply chain are encouraged to implement the advice according to their specific operations and requirements but to always keep safety of life as their primary consideration.

The full document can be viewed [here](#).

AMSA bans several vessels

The Australian Maritime Safety Authority (AMSA) recently issued a refusal of access direction notice to the Liberian-flagged 1,732-TEU containership *MSC Kymeia II* from Australian ports for 90 days. AMSA issued the notice following months of “sub-standard performance” from the ship's operator, MSC Shipmanagement,

including critical maintenance issues. AMSA has detained nine MSC ships over the past two years, including five ships in 2023 alone. Many of these detentions showed systemic sub-standard maintenance practices onboard. The AMSA inspection of the 2006-built *MSC Kymeia II* found 21 deficiencies in total, including a defective free-fall lifeboat steering system, defective fire safety systems, dangerously stored flammable materials, and multiple wasted or missing railing safety chains used to prevent stevedores from falling from heights when lashing cargo.

Another MSC vessel inspected a few weeks ago was found with a corroded fuel-oil tank air pipe and the evidence suggests that the ship attempted to hide the seriousness of the defect from authorities by covering up the rusted pipe with canvas and painting over it. “Ships should be on notice that this kind of repeated poor performance is not acceptable, and Australia will take action,” said AMSA executive director of operations Michael Drake.

AMSA has also handed down a 90-day ban to a Netherlands-flagged ship as part of a crackdown on “poor performers” in the maritime industry. AMSA detained the general cargo ship *Flevogracht*, operated by the Spliethoff Group, after the ship’s rescue boat engine was found to be defective. AMSA had previously issued Spliethoff with two warning letters outlining concerns over the seaworthiness of their ships. This latest incident is part of a pattern of unacceptable performance from the operator, that poses a risk to the integrity of the ship, the safety of the crew, and the marine environment, AMSA said. The latest marks AMSA’s fifth detention of Spliethoff ships in the past two years. Three of the detentions were related to serious failures to effectively implement Safety of Navigation processes and all occurred in Queensland waters around the Great Barrier Reef.

World’s largest containership delivered

Chinese shipbuilder Yangzijiang Shipbuilding in China has delivered what is believed to be the world’s largest containership by carrying capacity. The *MSC Irina* was delivered recently to MSC Mediterranean Shipping Company by Yangzi Xinfu Shipbuilding, a subsidiary of Yangzijiang Shipbuilding located in Jingjiang city on the Yangtze River.



Photo courtesy Yangzijiang Shipbuilding

With an advertised carrying capacity of 24,346 TEUs, the ship takes the unofficial title of the world’s container ship. According to Yangzijiang Shipbuilding, the *MSC Irina* is its first 24,000-TEU class delivery and the first in a series of six ships being built for MSC. The *MSC Irina* comes in at 399.99 metres in length and at 61.3 metres in beam.

The deliveries add to the growing list of 24,000-TEU class ships, following the first-in-class *OOCL Spain* with a capacity of 24,118 TEUs, and the 24,005-TEU *Ever Alot*, which was the first ship to crack the 24,000-TEU mark. Except for the *MSC Irina*, all of the ships listed were built by subsidiaries of CSSC, confirming that China, and China state shipyards in particular, are leading the world in the construction of the biggest Ultra-Large Container Vessels.

Independent valuer appointed

An independent determination of the value of Port of Newcastle’s container reimbursement provisions has begun. Former NSW Treasurer Matt Kean said the provisions are focused on getting a fair outcome for taxpayers while giving Port of Newcastle more investment certainty to build a container terminal.

“Our ports are the State’s gateway to the world, helping connect NSW farmers and energy producers with overseas markets to grow the economy,” Mr Kean said. “While the NSW Government welcomes the recent Full Federal Court decision to uphold the State’s long-term lease arrangements of our ports, we recognise that Port of Newcastle wants further certainty around the cost to build a terminal. This determination will provide a pathway for Port of Newcastle to invest with confidence in a container terminal if it chooses to do so, helping to keep pace with a constantly changing global market and keeping our competitive advantage.”

Under the original long-term lease arrangements, if Port of Newcastle operates above a specified container cap and certain other conditions are met, it must reimburse the NSW Government. The Independent Pricing and Regulatory Tribunal will be appointed to determine the amount Port of Newcastle can pay to extinguish this liability, creating a pathway for the Port to invest in and develop a container terminal.

Women in transport and logistics can apply for a scholarship

Women in transport and logistics can now apply for a leadership development scholarship from Women & Leadership Australia. Providing world-class leadership development programs for women at all stages of their careers, Women & Leadership Australia brings together the latest in leadership theory and practice with a focus on applied learning, building networks and a flexible, part-time delivery to fit in with your schedule.

Scholarships are now available through Women & Leadership Australia to encourage more women to enhance their impact at work and beyond, and to support the development of women leaders at all levels. Partial scholarships of \$1,000 to \$5,000 will support participation in one of four courses aimed at women in roles ranging from non-leadership positions through to senior leaders.

Apply by 9 June 2023 or find out more here: <https://www.wla.edu.au/industry/transport-logistics>

NZ Ports to improve safety

The Port Health and Safety Leadership Group, made up of unions, ports and stevedoring companies, the Port Industry Association, Maritime NZ and WorkSafe, has released its advice to the Minister of Transport in a multi-year *Port Sector Insights Picture and Action Plan* to make ports safer. This follows the tragic deaths of two port workers in 2022, after which the Minister of Transport asked the Port Health and Safety Leadership Group for advice to address health and safety on ports.

The plan pulls together information from fatalities, injuries, incidents, near-misses, regulatory notifications, investigations and assessments, worker surveys, and worker interviews and workshops to build a picture of what drives serious harm on ports – who it is happening to, and why. It lays out six key interventions where changes can have a real impact:

- Implementing the Fatigue Risk Management System: good practice guidelines to reduce the risks associated with worker fatigue.
- Putting in place an Approved Code of Practice around loading and unloading of cargo for more consistent regulatory standards in relation to some of the highest risk activities in Ports.
- Recommending the government extend the Maritime NZ designation to cover the whole port.
- Working to improve incident reporting, notifications, insights and learning across the Ports, so the sector can get better real-time understanding of harm and take necessary action.
- Acting to improve training and workforce issues.
- Acting to ensure there are easier ways of sharing good practice in the sector here, or overseas, to encourage continuous improvement on Ports.

“We owe it to those working on ports every day, the people who have died, their families, and those who have been injured, to improve safety on ports,” says Port Health and Safety Leadership Group Chair and Maritime NZ Chief Executive Kirstie Hewlett. “We have built a comprehensive picture of why and where harm is happening on ports. All port and stevedoring companies, regulators, and many workers, have contributed significant data, insights and time to develop this picture, which is the foundation for our multi-year harm prevention programme. This is already providing valuable insights to sector participants on where to target their effort.”

Wayfinder is on the move

After five successful years under the guidance and management of Deakin University the Wayfinder program will transition to the **Australian Logistics Council (ALC)** in March. Established in partnership with leading supply chain organisations across Australia, Wayfinder has redefined the goals, priorities and actions needed to achieve a more diverse workforce for the supply chain and logistics sector. By addressing the challenges to gender equity confronted at individual, behavioural, organisational and system-wide levels, Wayfinder's unique approach continues to open doors for women of all ages and from diverse backgrounds.

The ALC is the national peak body representing participants operating across the freight and logistics supply chain, with a focus on delivering enhanced end-to-end supply chain safety, productivity, efficiency and sustainability. Members include infrastructure owners and operators such as port and freight terminals, transport businesses and service providers. The ALC is well placed to deliver the program and Deakin wishes it every success as it progresses Wayfinder to the next phase of development.

First client for BOXBAY storage system announced

DP World has announced the first commercial use of its revolutionary BOXBAY high-bay storage system at their terminal in Pusan, South Korea. A contract was recently signed between Pusan Newport Corporation (PNC) and BOXBAY FZCO – a joint venture of DP World and German plant technology supplier, SMS group – initiating the design and engineering works for the site.

The BOXBAY high-bay storage technology will be integrated with the existing mode of automated rail mounted gantries/truck operations as a retrofit on an existing empty storage area. The system allows direct access to each container at any time, estimated to eliminate 350,000 unproductive moves per year. This will improve the overall truck servicing time by 20%. BOXBAY is fully automated, with additional safety features built in. DP World also intends to power it with solar power generated by photovoltaic panels on the roof of the storage system, contributing to DP World's decarbonisation efforts.

SMS group originally created the storage system to handle heavy metal coils. Having proven the technology in the metals industry, it was refined for port logistics. DP World and SMS built a pilot facility at Jebel Ali's Terminal-4 in January 2021. By the end of June 2022, 190,000 container movements had been carried out under realistic operating conditions to verify the market maturity of the system. DP World has a 66% stake in PNC, which handled 5.3 million TEUs in 2021.

Port of Hastings to become Victorian renewable energy hub

The Victorian Government recently released its Offshore Wind Implementation Statement confirming the Port of Hastings as the most suitable port for the establishment of the Victorian Renewable Energy Terminal to facilitate offshore wind assembly, subject to required approvals.

The Terminal is a key requirement to achieve the state government's commitment to delivering 9 GW of offshore wind energy generation capacity by 2040 and will bring economic benefits and jobs to local communities. If approved, the Victorian Renewable Energy Terminal will be capable of supporting offshore wind delivery of up to 1 GW per year, placing Hastings at the centre of Australia's offshore wind construction and deployment.

DP World Port Botany opens Reefer World

DP World Australia recently announced the opening of Reefer World, a new one-stop refrigerated container facility in Sydney, which will provide a wide range of reefer cleaning and repair services to



customers in Australia and New Zealand. The dedicated reefer facility is the largest of its kind in Sydney and one of the biggest in Australia, offering various reefer solutions, such as pre-trip wash, inspection, and structural repairs, to enhance efficiency and ensure the quality and freshness of perishable cargo delivered to destinations around the globe.

With the opening of this facility, DP World is doubling its capacity to supply empty reefers, with the ability to pre-trip and wash more than 100 reefer containers daily and capture growing demand for exports from key markets including Brisbane and Melbourne, and also Auckland and Tauranga in New Zealand.

Source DP World

DP World Australia CEO Andrew Adam said, “As businesses continue to build greater agility, reliability, and resilience into their supply chains, Reefer World will help to facilitate the timely and efficient flow of perishable goods while addressing increased export demands in the region”.

DP World also recently welcomed five new Kalmar rubber tyred gantries (RTGs) at its Port Botany terminal. The company said the equipment, costing \$35 million, would double the size of its fleet of cranes and improve efficiency at the terminal. The RTGs have a lifting capacity of 41 tonnes and can handle 20-foot and 40-foot boxes.

Updates from the Department of Agriculture, Fisheries and Forestry

Delays in new vehicle processing

Since 2021, Australia’s ports have seen an 88% increase in new vehicles arriving with biosecurity risk material contamination. Over the same period, there has been a 17% increase in the total number of new vehicle imports into Australia. Commercial companies are engaged to remove biosecurity risk material from contaminated vehicles prior to being released. Contamination includes soil, plant debris, seeds and live insects currently not present in Australia. These are real and serious threats to Australian agriculture and our natural environment. National biosecurity standards at the border remain unchanged.

Current delays to the delivery of new vehicles are a direct result of the capacity of the commercial companies to manage the surge in arrivals of contaminated vehicles, and not due to the Department of Agriculture, Fisheries and Forestry responsibilities in this process. Biosecurity officers undertake surveillance to check for biosecurity risk material on vehicles and confirm the effectiveness of the cleaning prior to their release.

The Department is working with the Federal Chamber of Automotive Industries (FCAI) and its members to encourage and assist them to implement offshore cleaning measures. Some already have effective measures in place, which reduces biosecurity risk and import delays on arrival. Vehicle manufacturers have advised that increased rates of biosecurity contamination are likely due to several commercial factors, including changes due to COVID and storage of vehicles in paddocks or parking lots overseas where they are inadvertently contaminated prior to export.

Increase to fees and charges

The Department is proposing changes to fees and charges for biosecurity regulatory activity in 2023-2024. A public engagement process has commenced, with the release of a consultation paper setting out the current cost of delivering regulatory activities, the cost calculation methodology and the reasons for proposed changes to fees and charges for biosecurity activities. To ensure the Department continues to deliver biosecurity regulatory activities efficiently, adjustments need to be made to re-align regulatory fees and charges with the actual cost of delivering these activities, proposed to start on 1 July 2023. This is an important first step to the development of a longer-term sustainable funding and investment model for biosecurity.

Industry participants and interested parties affected by these changes are invited to review the consultation paper and make a submission on the Department’s **‘Have Your Say’ platform** by 5 pm (AEDT) 24 April 2023.

DCCC meeting

The next DCCC meeting will be held on 6 April 2023 in Canberra. If you want to raise any issues, please notify Peter van Duyn who will represent ICHCA Australia at the meeting.

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