



November 2023

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.

Inside this issue

About ICHCA – International Cargo Handling Co-ordination Association.....	1
Inside this issue	1
ICHCA Australia board changes.....	2
CTU code impact survey.....	2
World’s first ammonia powered container ship to be developed	3
MOL to install fire detection systems on new car carriers	3
Qube acquires Stevenson Logistics	3
Seafarer happiness index declines	4
Vale Maurie Considine	4
Strategic Fleet Taskforce Report	5
AMSA bans another Briese Heavylift vessel.....	6
DP World recently hit by cyberattack	6
ATSB releases final report on <i>MPV Everest</i> fire	6
Updates from the Department of Agriculture, Fisheries and Forestry.....	7
ICHCA Contacts.....	8

ICHCA Australia board changes

At a recent ICHCA Australia Executive Committee board meeting, a number of changes were announced. Chairman John Warda has tendered his resignation from the board, effective 31 December 2023. Director Scott McKay will take over as Chair. John will also resign from the ICHCA International board where he is Deputy Chair. His duties as Finance Director of ICHCA Australia will be taken over by Company Secretary Peter van Duyn. John, who has been a Director of ICHCA since 2008 and Chairman since 2014, indicated that the time was right to hand over the reins to the new leadership team to grow the ICHCA membership base and promote the significant value proposition that ICHCA provides to the cargo handling community in Australia and globally. Sallie Strang, also a long serving board member of ICHCA Australia and ICHCA International, has also resigned from both boards.

The boards of both ICHCA Australia and ICHCA International thank John and Sally for their valuable and wide-ranging contributions to ICHCA and wish them well in the future.

CTU code impact survey

A recent survey found that the use of CTU (Container Transport Unit) Code boosts supply chain safety and savings. Seven industry bodies dedicated to container safety, which collaborate as the Cargo Integrity Group, highlighted the results of an independent study into shipper and forwarder application of the CTU Code carried out by researchers at Italian University Politecnico di Torino. The survey indicates many benefits to CTU Code users, including improved safety, reputation, and supply chain coordination, and decreased cargo damage, environmental impact and operational inefficiencies. Those using the CTU Code incurred no extra costs for employees, contractors, or vehicles. Any increase in loading and waiting times were typically offset by CTU-Code-related efficiencies overall. Annual costs and penalties reduced from €670,000 before implementation of the Code to €13,000 after implementation. Extra costs as a percentage of revenue reduced from 37% to 10% according to the report's authors (Bruno, et al.).

The application of the CTU Code to cargo loading and transportation processes can increase the safety level of transport activities and improve business processes and competitiveness. The survey results show that the use of the CTU Code provides an increase in safety with a drastic reduction of loading accidents and damage to goods, as well as important benefits in terms of costs, improved efficiency, corporate image and reduced environmental impact. The Cargo Integrity Group continues its efforts to underline the positive effects of the widespread use of guidance in the CTU Code, which is the Code of Practice for Packing of Cargo Transport Units jointly published by the International Maritime Organisation (IMO), the International Labour Organization (ILO) and the United Nations Economic Commission for Europe (UNECE).

Welcoming the Politecnico survey, Richard Steele, CEO of ICHCA International, one of the Group's founding associations, said, "As far as we are aware, this is the first example of publicly available empirical evidence about the use of the CTU Code made by forwarders, shippers and others responsible for safe packing. Notwithstanding the regional focus of this particular survey, we believe the results to be genuinely encouraging. They show that good operational management, efficiency and safety are partners, not opposites."

To facilitate a greater degree of understanding and wider use of what is a lengthy and complex document, the Group has published a 'Quick Guide' to the CTU Code, together with an editable checklist of actions and responsibilities for the guidance of those undertaking the packing of cargoes in containers. These materials are now available in all six of the United Nations' official languages, as well as Italian. The full results of the Politecnico di Torino's survey can be accessed [here](#).

World's first ammonia powered container ship to be developed

Yara Eyde, which has been described as the world's first containership to be powered by pure ammonia as fuel, is scheduled to enter the market in 2026, according to its developers. The vessel is being developed by ammonia producer and shipowner Yara Clean Ammonia and the Norwegian container operator NorthSea Container Line. It is planned that the containership will also be fitted with a battery pack of 250 kWh and have the option to connect to shore power.

Yara Eyde is intended to operate between Norway and Germany, making the route the first emission-free sea route to the continent. The vessel design is optimised for the trade corridor between Norway and Europe linking Oslo, Brevik, Hamburg, and Bremerhaven. Yara Clean Ammonia estimates that the ship will be ready to start operations from 2026. Yara Clean Ammonia plans to provide *Yara Eyde* with fossil-free or nearly carbon-free ammonia. In collaboration with Azane Fuel Solutions, a bunkering network is in the works to make pure ammonia accessible in Norwegian and eventually Scandinavian ports.

MOL to install fire detection systems on new car carriers

Mitsui O.S.K. Lines, Ltd (MOL) will install cameras and an AI system developed by Captain's Eye in the cargo holds of most of its LNG-fuelled car carriers to provide early fire detection capabilities. The devices will be installed on 10 vessels currently on order and scheduled for delivery in 2024 or later. The company will consider retrofitting current in-service vessels with the system.



The Captain's Eye AI system sends an alert to the crew on board the vessel and to the onshore ship management company when it detects abnormal images captured by the cameras. All MOL car carriers are currently equipped with fire alarms (smoke detectors), but the AI-based system will enable faster smoke detection. In addition, images of the cargo hold can be viewed from both the vessel and on land, leading to a faster response in the case of fire.

Source: MOL

Captain's Eye AI systems are mainly used to detect abnormalities in the engine room and on deck and have been introduced on merchant ships and other vessels around the world. In collaboration with Captain's Eye, MOL has conducted demonstration tests of the AI system's smoke detection capabilities using cameras in cargo holds aboard the car carrier ONYX ACE. It has improved the system's functionality through multiple tests, and has confirmed its effectiveness, including the successful detection of small amounts of smoke, and has decided to install the Captain's Eye system on other car carriers. MOL Group will continue to pursue advanced fire prevention measures in the cargo holds of car carriers to ensure the safe operation of its fleet.

Qube acquires Stevenson Logistics

Qube Logistics has agreed to acquire Fremantle-based transport and logistics business Stevenson Logistics. In an announcement to Stevenson Logistics customers, Qube says Stevenson Logistics will be part of the Qube group from 1 November onwards. "The acquisition will enable Qube to expand into the hay and agricultural export market in Western Australia. This is consistent with Qube's strategy to diversify by geography and market," a Qube spokesperson said. "Qube has evolved over more than 15 years through a

mixture of organic growth. We have a proven track record of successfully integrating businesses into the group while continuing to deliver for customers.”

Founded in the 1930s, Stevenson Logistics has grown over three generations to become the oldest and largest independent transport and logistics wharf operator in Western Australia.

Seafarer happiness index declines

Continuing concern over seafarer welfare has been raised by the results of the latest Seafarers Happiness Index, which reveals a further drop in seafarer happiness and marks the longest sustained decline since the index was founded. The report covers Q3 2023 and is the third successive report to show a decline, sparking fears over the impact on all those working at sea. The Seafarers Happiness Index is a quarterly survey conducted by The Mission to Seafarers. It measures the wellbeing of seafarers through ten key questions about their work and life, designed to gauge sentiment about their experiences on board.

The Q3 report shows an overall fall in seafarer happiness to just 6.6 out of 10. This compares to 6.77 in Q2 2023 and 7.1 in Q1 2023. The results showed a decline in most areas covered by the survey, including wages, workload and onboard connectivity, the latter showing the most significant fall. The only areas to buck the trend of a decline for this quarter were shore leave, training and food, where the report showed marginal improvements. Concerns emerged around salary inadequacy in this quarter’s feedback, especially for senior roles. The survey also heard reports of how catering budget constraints can force nutritional compromises, underscoring the need for well-provisioned ships and skilled catering crews. Maintaining onboard gyms and exercise equipment was also seen as an issue.

Connectivity and communications represented a double-edged sword in this quarter’s feedback, enabling contact with loved ones, but potentially facilitating micromanagement from ashore. To address this, there were calls for guidelines to promote a healthy work-life balance through technology. The issue of overwhelming workloads again came to the fore. This was felt to be driven by expanding regulations and administrative tasks. There appears to be a growing sense of unmanageable responsibilities among seafarers, which is causing a huge amount of stress.

The report highlighted how prejudices and misunderstandings can impede social cohesion on board. There are cultural issues at play and pressures from home that are not always fully explored, including some troubling insights into gender disparities and barriers to diversity and inclusion. This included reports of a lack of acceptance, discomfort, and exclusion of female seafarers. To address these issues, it is essential that more is done to foster open communication and overcome biases. The report is not without some positive feedback on life at sea. Respondents spoke of the benefits that a seafaring life can offer, including a steady income and adventure, while recognising that it also demands substantial sacrifice.

Vale Maurie Considine

Maurie Considine, founder of Secon Freight Logistics, died recently at the age of 91. Maurie started Secon Carriers in 1969 with his business partner Jim Seide (The name Secon comes from “Se” from Jim’s family name and “Con” from Maurie’s family name). The commencement of Secon coincided with the first fully containerised vessels calling at Australian ports, and Secon embraced this “new-fangled” shipping trend. Containerisation went on to revolutionise world trade, and Secon Carriers grew with it.

Maurie built a solid container transport company, with strong family involvement. Sons Terry, Vin, Brendon, Paul and Matthew joined Secon and now the third generation of the Considine clan are in the business, including current Managing Director Daniel Considine. In a statement, Secon said Mr Considine had “an incredible life, a competitive spirit and an overwhelming desire to help others. He often said he is

most proud of being able to provide employment for over 150 people. Maurie was well respected within the logistics industry and will be missed by many.”



Take us with you...

ForkliftAction: news, trading, networking for anyone who works with materials handling

The advertisement shows three workers in safety gear (orange, blue, and red jackets) standing in front of a blue forklift. To their right is a tablet displaying the ForkliftAction website interface, which includes sections for 'YOUR FOCUS', 'INSIDE FORKLIFT ACTION', 'GLOBAL NEWS', and 'ANNOUNCEMENTS'. The website header features the 'FORKLIFT ACTION' logo and a 'HELIX' logo. The text 'Take us with you...' is overlaid on the image, and a banner at the bottom reads 'ForkliftAction: news, trading, networking for anyone who works with materials handling'.

Strategic Fleet Taskforce Report

The Strategic Fleet Taskforce Report was recently launched by the Federal Minister for Infrastructure, Transport, Regional Development and Local Government Catherine King. The Government response said it was committed to delivering a strategic fleet of up to 12 vessels that will help Australia build resilience to freight disruptions while supporting its maritime workforce and sovereign capability. Presently, Australia’s maritime sector has a shortage of Australian flagged ships and a skilled workforce.

The Taskforce found that the proposed fleet would be able to be relied on in times of national crisis and emergency, helping get vital goods to affected regions and making Australia less reliant on international shipping. The Strategic Fleet Taskforce comprises representatives from the Australian shipping industry, unions, the business sector, and the Department of Defence. The report provides 16 recommendations and the government agreed to 12 in full or in principle, while committing to continue exploring the remaining four. The Department will lead work to progress the implementation of the recommendations, including consultation across government, industry, and unions, providing stakeholders with an opportunity to contribute to the establishment of the strategic fleet.

To read the public version of the Taskforce’s report, visit:

www.infrastructure.gov.au/departments/media/publications/strategic-fleet-taskforce-final-report

To read the Government response, visit:

www.infrastructure.gov.au/departments/media/publications/australian-government-response-strategic-fleet-taskforces-final-report.

AMSA bans another Briese Heavylift vessel

The Australian Maritime Safety Authority (AMSA) has issued its third ban from Australian waters to a Briese Heavylift GmbH & Co ship this year. AMSA issued the 90-day ban to the Antigua & Barbuda-flagged general cargo ship *BBC Jade*, after inspectors in Port Alma found 57 tons of explosive substances had been incorrectly stowed on board the vessel during transit.

The International Maritime Dangerous Goods (IMDG) Code outlines the minimum international standards for the maritime transport of dangerous goods to ensure their safe carriage and to prevent pollution incidents. In June, AMSA issued the *BBC Weser* with a 90-day ban after AMSA inspectors determined the vessel was in an unsafe and unseaworthy condition. The *BBC Pearl* was banned for 180 days the following month for multiple failures of its safety management system.

Briese Heavylift GmbH & Co has a history of poor performance and AMSA has issued multiple warnings that future safety violations would lead to strict enforcement action. Acting AMSA Executive Director of Operations Evan Boyle said that this breach, coupled with the ongoing poor performance of the operator, meant that a ban was necessary. “Seafarers, and the Australian community, should feel confident that explosive substances are transported safely,” he said. “Australian companies which are shipping dangerous cargos such as explosives to Australia may wish to exercise further diligence in whose vessels, they engage to carry them. This is a serious maritime safety issue, as well as a major environmental concern, and not something that should be taken lightly. I hope this ban sends the message that Australia takes the IMDG Code very seriously.”

Mr Boyle said the repeated safety concerns on board Briese Heavylift GmbH & Co vessels were alarming. “Australia will not tolerate this ongoing and blatant disregard for maritime safety,” he said. “We take our role as a regulator seriously, and we expect operators to take their obligations seriously as well. We will not hesitate to take tough enforcement action to keep our seas, and seafarers, safe.” Additional safety violations on board the *BBC Jade* had also been identified by Antigua & Barbuda Flag State Control and are currently in the process of being rectified. Australia strongly supports flag states proactively ensuring their ships are safe and meet the minimum international standards.

DP World recently hit by cyberattack

The DP World container terminals around the country were earlier this month hit by a cyberattack, which had an impact on their landside operations for several days. Once the attack was discovered the company took immediate action to disconnect its internet activity, which stopped ongoing unauthorised access to its network and avoided infecting outside networks. This shut down the landside operations which interact with the freight and transport industry. It appears that some data, including employee data, was stolen but no ransom demands have been received.

Fortunately, after several days the company resumed their operations, albeit initially in a reduced capacity. The recovery, which has taken several weeks, has been hampered by ongoing protected industrial action. As seen from this incident, and previous incidents affecting shipping lines, cyber security is fundamental in port and shipping operations related industries.

ATSB releases final report on MPV Everest fire

Inappropriate engineering watchkeeping practices, as well as characteristics of the ship’s integrated automation system contributed to a serious fire on the Bahamas-flagged *MPV Everest* during an Antarctic resupply voyage, according to the Australian Transport Safety Bureau’s final report on the incident.

On 5 April 2021, *MPV Everest* was travelling to Hobart after resupplying Australia's Davis and Mawson research stations in east Antarctic when fire started in the port engine room. The fire was contained and extinguished after about 2.5 hours using the engine room water mist fixed fire-extinguishing system, and there were no reported injuries or pollution. Most of the port engine room's power generation and machinery was substantially damaged, leaving the ship with just two of its six diesel generators operational.

The final report from the ATSB's investigation into the accident details a number of factors, including technical faults, inappropriate watchkeeping practices, characteristics of the ship's integrated automation



system, crew fatigue, and the design of the ship itself, contributed to fuel oil overflowing into the engine room. The ignition of this overflowing fuel oil, either from contact with a hot surface or an electrostatic discharge resulted in the fire. Among eight safety issues identified, the ATSB found the ship's classification society, Bureau Veritas, had approved the ship's fuel oil settling tank's air vent pipe being positioned within the engine room's exhaust ventilation casing.

Source: Google

"While this air pipe was not designed for the egress of fuel, this incident demonstrated that it was a possibility, and international regulations specified that air pipes for fuel oil tanks must discharge to a safe position on the open deck," Mr Mitchell explained. "However, Bureau Veritas' design approval processes had not identified any potential risks with the positioning of this air pipe in *MPV Everest*'s engine room ventilation casing and consequently, had approved the design, which contributed to the overflowing fuel entering the engine room."

While not contributing to the fire itself, the remaining seven safety issues were found to have increased the level of risk in the accident. "Among these issues, the ATSB found that *MPV Everest*'s managers, Fox Offshore, had not ensured the ship was adequately manned, equipped or prepared for the hazards and challenges of operations in the Southern Ocean and Antarctica," Mr Mitchell said. "Additionally, the ship's safety management system was neither sufficiently mature for its operations, nor had it been effectively implemented on board. In the event of an abandonment, factors such as distance, weather, and availability of suitable search and rescue assets would have made any potential rescue of *MPV Everest*'s complement extremely challenging, with a successful outcome far from assured," Mr Mitchell said. "The risks and challenges of operating in the harsh, remote conditions of the Southern Ocean and Antarctica are most effectively mitigated by ensuring that ships that venture into these waters are operated at the highest levels of preparedness in terms of crewing numbers, expertise, equipment availability and readiness, and emergency response."

The final report can be found [here](#).

Updates from the Department of Agriculture, Fisheries and Forestry

BPL beetle season has commenced

The Department has commenced its annual heightened surveillance regime for managing the risks posed by Burnt Pine Longicorn (BPL) beetles (*Arhopalus ferus*) on vessels departing from New Zealand from 00:01 hours (NZST) on Wednesday 8 November 2023. After the submission of pre-arrival reporting by vessel masters or shipping agents, the Maritime Arrivals Reporting System (MARS) will email a BPL Questionnaire to targeted vessels. The Department's National Maritime Centre (NMC) officers will then advise, through

the Biosecurity Status Document (BSD) issued from MARS, if a BPL inspection or any specific biosecurity risk mitigation measures are required.

The department requests vessel masters and crew to remain vigilant for BPL and advise the Department, as soon as possible, of any suspected detections of BPL. Early detection and accurate reporting of pests prior to arrival assists in managing the risk offshore where possible and minimises the level of intervention by the Department for vessel arrival. In addition, there are specific import conditions for timber and timber products for the duration of the BPL flight season.

DCCC meeting

The latest DCCC meeting was held on 15 November 2023. Peter van Duyn represented ICHCA Australia at the meeting. If you would like more information, please contact Peter.

ICHCA Contacts

ICHCA Australia Chairman

John Warda
Mobile : 0417 875 113
Email : jwarda@bigpond.com

Company Secretary

Peter van Duyn
492 George St, Fitzroy VIC 3065
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

State co-ordinators

New South Wales

Marcus John
Mobile: 0413 486421
Email: marcus.john@thomasmiller.com

South Australia

Michael Simms
Mobile: 0418 802 634
Email: Michael.Simms@fphgroup.com.au

Victoria

Peter van Duyn
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

ICHCA AUSTRALIA LIMITED (IAL) PRIVACY POLICY

IAL's Privacy Policy details are available by contacting the Company Secretary, Peter van Duyn, via e-mail peter.van-duyn@ichca.com or telephone 0419 370 332.

Our contact with you

If you do not wish to receive further copies of this newsletter, please advise peter.van-duyn@ichca.com and the distribution will be cancelled. If you wish to have it sent to other people in your organisation or contacts in the cargo handling industry, please advise us.