



September 2024

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 SA event | 2 |
| Megatrans 2024 | 2 |
| ICHCA QLD Logistics Long Lunch – 15 November | 2 |
| TT Club Innovation in Safety Award | 3 |
| Another container loss off the coast of South Africa..... | 3 |
| STS Leeuwin II severely damaged | 3 |
| Seeking strategic fleet vessels..... | 4 |
| Ports Australia publishes State of Trade report..... | 5 |
| Supply chains at risk without seafarer reforms | 5 |
| Crane collapse in Yantian | 6 |
| CEFC to assist in electrifying Flinders Ports..... | 7 |
| AMSA executive to head IMO sub-committee..... | 7 |
| AMSA CEO to retire | 7 |
| Updates from the Department of Agriculture, Fisheries and Forestry..... | 8 |
| ICHCA Contacts..... | 9 |

ICHCA SA event

More than 60 people attended the ICHCA South Australia luncheon at Coopers Alehouse on Wednesday 4 September to hear the Hon Tom Koutsantonis MP, Minister for Infrastructure and Transport and Minister for Energy and Mining, speak on the recently completed *South Australia's Freight and Supply Chain Strategy*. The sold-out event heard how the Strategy was developed across industry and government and will continue to be modified through these collaborations.

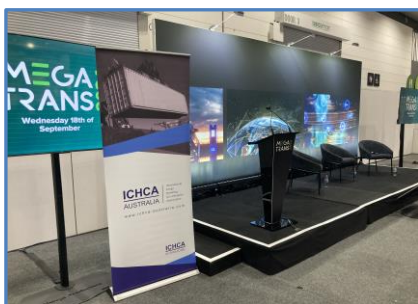


The Minister also outlined the State's property plan of government projects for regional South Australia, including Northern Water, the Hydrogen Jobs Plan and the Green Steel project as key platforms for infrastructure, processing and value adding. The Minister also discussed BHP's (Copper SA) plans to transform copper expansions across their four mines and planned smelter upgrades and increased local processing. Another project he outlined is the \$15 billion South Road upgrade which will help with the State's freight efficiencies by removing 21 traffic lights. This project is due for completion before 2030.

With thanks to event sponsors: Flinders Ports Holdings.



Megatrans 2024



ICHCA Australia recently participated in the Megatrans 2024 event held at the Melbourne Convention and Exhibition Centre.

Leaders from across the supply chain, as well as manufacturers and suppliers of cargo handling equipment gathered to discuss the future of the logistics industry.

ICHCA Australia directors assisted in judging the MHD Mercury Awards.

ICHCA QLD Logistics Long Lunch – 15 November

The ICHCA Logistics Long Lunch has been **postponed** and will now be held on **Friday 15 November**.



Come and join us at the Brisbane Maritime Museum to enjoy premium drinks and sumptuous food served all afternoon.

More details and the registration form are available here: [ICHCA Australia Events page](#).

TT Club Innovation in Safety Award

Entries are now coming in for the TT Club Innovation in Safety Award.



You are invited to make a submission. Anyone involved in cargo logistics who can show a demonstrable improvement to safety is welcome to make an application.

ICHCA International, the global cargo handling association, is inviting entrants to submit details of their innovations by 15 November 2024.

The Award, which is open to an individual, team or company involved in cargo logistics, has seen the prestige associated with winning or being highly commended, grow year-on-year. Past winners have ranged from individual entrepreneurs and specialist suppliers to employee teams in major industry businesses. Entrants are required to show that a product, idea, solution, process, scheme or other innovation has resulted in a demonstrable improvement in safety. Details of how to submit an entry can be found here:

See here for more details and to apply: [TT Club Innovation in Safety Award](#)

Another container loss off the coast of South Africa

The Liberian-flagged *MSC Antonia* (6969 TEU container ship) recently lost 46 containers overboard while a further 305 boxes suffered damage in the Indian Ocean corridor. "The incident occurred approximately 29 nautical miles northeast of Port St. Johns while the vessel was enroute from Colombo to New York. In light of the container loss, a navigation warning has been issued to all vessels operating in the affected area," the South African Maritime Safety Authority said in a statement.

The incident with the *MSC Antonio* follows the loss of 99 containers from the *CMA CGM Belem* in adverse weather while sailing off the coast of Richards Bay in South Africa on Thursday 16 August. The *CMA CGM Belem* incident came just a month after the *CMA CGM Benjamin Franklin* lost 44 containers overboard off the coast of South Africa while sailing round the Cape of Good Hope.

All three vessels in recent incidents were on voyages between Asia and Europe and transiting the Cape of Good Hope due to the security situation in the Red Sea. This has exposed vessels that would not normally sail around the Cape to severe winter storms in the region.

STS *Leeuwin II* severely damaged



The Sail Training Tall Ship *Leeuwin II* was recently severely damaged alongside at Victoria Quay in Fremantle by containership *Maersk Shekou* while it was entering Fremantle Inner Harbour on the way to its berth. Two crew members on board the *Leeuwin II* were only slightly injured, but the ship sustained substantial damage. The cause of the allision is still being investigated, but the *Maersk Shekou* was under pilotage with tugs boats alongside.

Credit: Ross Swanborough, The West Australian

The Australian Transport Safety Bureau, supported by the Australian Maritime Safety Authority, is investigating the incident. Tugboats had reportedly lost control of the ship during a storm. Fortunately, there is no underwater damage to the *Leeuwin II* but it will take months to repair the damage to her masts and spars. The *Maersk Shekou* also clipped the roof of the WA Maritime Museum and sustained minor damage to her hull.



Your weekly INSIGHT on the latest in materials handling

NEWS | INDUSTRY FORUMS | MACHINE SALES | JOB ALERTS | DIRECTORY & MORE

Seeking strategic fleet vessels

The Australian government is seeking vessels to participate in Australia's Strategic Fleet Pilot. The aim is to provide maritime capabilities that bolster resilience, providing assistance in times of crisis or natural disaster, and to support industries reliant on shipping, such as heavy manufacturing. Recent supply chain disruptions and geopolitical events have underlined the importance of a strong domestic maritime sector, says Transport Minister Catherine King.

These disruptions include the COVID pandemic and when the rail line to Western Australia was cut in 2022: shipping was critical to keeping vital goods moving west and east. A Strategic Fleet Taskforce report released in 2023 stated: "The Australian fleet currently stands at only 15 vessels over 2000 deadweight tonnes (DWT) (11 on the coast and four trading internationally), meaning that in a crisis, we would have great difficulty accessing and controlling the maritime assets that we might require. This puts us in a dangerous position and needs to be reversed."

The strategic needs identified by the Taskforce as being essential to Australia's economic and social security were:

- Coastal shipping of refined petroleum from Australian refineries or import terminals to Australian end-users, including to regional and remote ports in northern Australia
- Conducting independent cargo operations (self-load/unload) where a natural disaster or other disruption affects the supply of key goods in Australia's regions or Pacific neighbours
- Enhancing capability to facilitate Defence or national mobilisation via the shipping of vehicles, equipment, and stores to northern Australia
- The coastal shipping of containerised cargo between Australian ports to deal with smaller short-term disruptions
- The movement of project and over-sized cargo domestically and internationally
- The coastal shipping of dry and non-liquid bulk cargoes that are key inputs to domestic manufacturing.

The Strategic Fleet Pilot will run for five years and consist of three vessels which will be selected through a transparent competitive process. The vessels will be privately-owned and operate on a commercial basis but be available to the Commonwealth to requisition in times of need, crisis or national emergency – such as natural disasters or conflict. The vessels will also be expected to each offer at least three training berths

per year, which will boost Australia's maritime workforce by increasing the number of Australian qualified seafarers at a time of a growing global shortage, says King. "This is a major step towards fulfilling our commitment to establish a Strategic Fleet of up to 12 Australian flagged and crewed vessels to strengthen our sovereign maritime capabilities while supporting our maritime workforce."

Tenders for the pilot will close on November 29, 2024.

Ports Australia publishes State of Trade report

Ports Australia recently launched the inaugural *State of Trade 2024* report, providing a snapshot of the important role ports play in Australia's prosperity, development and security. Ports move 99% of Australia's international trade by volume, contributing \$264 billion annually to Gross State Product (GSP). As a primary driver of our economy and workforce, Australia's ports are vital to sustaining our island nation. As well as facilitating international trade and the movement of goods throughout the region, our ports are strategic assets and critical infrastructure.

With ports located across our 34,000 km of national coastline, Australia's entry and exit points play a key role in the transport of natural resources, new technologies and manufactured and consumer goods. Facilitating some 700,000 jobs and more than 1.6 billion tonnes of annual trade, Australian ports see around 31,000 vessels each year and ensure the flow of \$650 billion worth of trade. The *State of Trade* report is a key indicator of Australia's economic health and regional reputation and highlights the crucial role of ports and Ports Australia in Australia's progress.

Ports Australia CEO Mike Gallacher said the "blue highway" is the most critical path to Australia's national prosperity. "We often take for granted just how critical our ports are across a range of industries and communities. This report paints a picture of the impact of our sector and demonstrates in clear terms how important our ports are to our standard of living," Mr Gallacher said.

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

Supply chains at risk without seafarer reforms

The global shipping industry must take steps to improve working conditions across seven key areas and urgently improve seafarer well-being, make life at sea safe and inclusive, and future-proof against the changing needs of the maritime labour market to attract future generations of seafarers. That's according to a new report published by the Diversity@Sea pilot project — a Global Maritime Forum initiative. The conclusions are the culmination of a 10-month global collaboration involving 400 seafarers and 12 major first-mover shipping companies to generate more than 50,000 data points.

The report, ***Improving Seafarer Well-being: Preliminary findings from the Diversity@Sea pilot project***, is published at a time of increasing concern for the working conditions of the 1.9 million seafarers globally who keep trade moving but spend much of their time outside of the jurisdiction of domestic labour laws. Looking beyond the study, for almost a year, hundreds of ships have continued to sail through the Red Sea despite missile and drone attacks by Houthi militants sinking ships and killing and wounding seafarers — a situation preceded by the COVID-19 pandemic, which saw thousands of seafarers stranded at sea for months beyond their contractual obligations as borders closed. At a time of mounting pressure on global supply chains, poor work conditions pose long-term risks to global trade, with seafarer labour shortages reaching a 17-year high, and some banks indicating they could curb lending for shipowners who put seafarers' welfare at risk.

Susanne Justesen, Director of Human Sustainability at the Global Maritime Forum, said: "Improving the working conditions of seafarers globally is no longer just a question of human well-being. As critical as that

is, improving the well-being of the 1.9 million seafarers globally is now critical to avoiding existential threats to the smooth operation of global trade we rely on every day. “Our report seeks to offer a roadmap for change. By working with seafarers to identify the areas for positive change, we will not only begin to address the challenges we face today, but also anticipate the future needs of the maritime labour market.”

The report’s findings have identified seven critical areas for meaningful change across the industry:

- Zero tolerance for abuse and harassment: Feeling safe from abuse and/or sexual harassment and feeling physically and mentally safe were among the top six drivers for satisfaction in the preliminary findings.
- Improved contracts to avoid the pressure seafarers feel to work excessive hours and/or spend too long away from home – working practices that can result in severe anxiety, depression, and fatigue.
- Enhanced internet and social connectivity to help seafarers maintain contact with friends and family, access news, and pursue online education.
- Guaranteed helpline access for seafarers who often work in isolated and stressful environments.
- Parental support to ensure that being pregnant or having family responsibilities at home does not prevent seafarers from working or making a living at sea.
- Inclusive personal protective equipment to ensure PPE provisions adequately address the need for diverse sizing and limit safety risks – for all.
- Transparent training and appraisal systems to promote fairness and equality and improved career progression at sea.

Under the leadership of Susanne Justesen, these findings will be developed into a comprehensive report and guidelines in early 2025. The aim is for these guidelines to help maritime companies, institutions, regulators and academics shape the future work environment at sea and overcome some of the key workforce challenges faced by those in the industry.

Crane collapse in Yantian

An incident occurred recently at Berth No. 2 of Yantian Port, China. The boom of a Ship to Shore (STS) crane at the terminal collapsed on to the *MSC Riona*, a 1,730-TEU geared vessel. No one was injured in the incident.



Some news outlets reported that there was a collision between the crane and the vessel. However, from the original news report and pictures now circulating it appears that the vessel was tied up at the berth and the terminal was preparing for operations when the crane suffered a mechanical failure causing the boom to collapse over the vessel between its ship’s cranes. From the position of the trolley, it looks as if the boom hoist may have suffered a failure during lowering over the vessel.

Source: NetEase

It has been reported that operations with two other STS cranes from the same series have been suspended pending an investigation, but that all other operations at Yantian are continuing as normal.

CEFC to assist in electrifying Flinders Ports

The Clean Energy Finance Corporation (CEFC) has committed \$70 million to Flinders Port Holdings (FPH) in its first direct finance for the maritime sector and its first green financing of container stevedoring operations in Australia. The capital will support:

- electrification initiatives across seven South Australian ports
- measures that accelerate efforts towards low and zero emissions technologies and operations for customers
- replacement of internal combustion engine light vehicles and vessels with electric and hybrid alternatives
- installation of solar PV across sites.

FPH will investigate transitioning to an electric Automated Rubber Tyre Gantry at Flinders Adelaide Container Terminal as well as the potential for connecting berthed ships to the grid to replace diesel bunker fuel. The CEFC finance will help fast-track FPH to net zero emissions targets for Scopes 1, 2 and 3. FPH has committed to reach net zero for Scopes 1 and 2 by 2040, and Scope 3 by 2050.

The shipping sector, which powers the global economy, represents an enormous opportunity to drive down transport emissions. More than 80% of global trade is carried by sea, and while it is one of the most cost-efficient methods of goods transport, it is also one of the most emissions intensive. International shipping is estimated to emit about 2% of global energy-related emissions.

Australia has signed up to International Maritime Organisation's efforts to reduce total annual greenhouse gas emission from shipping by at least 50% by 2050. The transition to cleaner port operations and vessel technologies requires considerable investment in new infrastructure, potentially disrupting established shipping practices and posing significant financial challenges. The CEFC, through its commitment to FPH, is demonstrating a credible pathway for ports and port operators to reduce emissions and remain competitive, while protecting this critical sector of the economy.

AMSA executive to head IMO sub-committee

The Australian Maritime Safety Authority's (AMSA's) Head of Vessel Safety and Cargo Systems David Anderson has been elected Chair of the International Maritime Organization (IMO) sub-committee on Carriage of Cargoes and Containers (CCC). The CCC sub-committee focuses on the safe transport of packaged dangerous goods, solid bulk cargoes, bulk gas cargoes, and containers on ships. The appointment to the Chair position commences in 2025.

David expressed his pride in representing Australia as Chair, highlighting the opportunity to play a key role in ensuring the safe carriage of cargo and containers worldwide. "This is a critical area of maritime safety, as each type of cargo comes with unique risks to the vessel, crew and environment," he said. He also emphasised that the emergence of alternative fuels presents significant new risks that need to be addressed. "The rise of alternative fuels introduces new risks, and the sub-committee is dedicated to supporting their safe adoption as part of the push toward maritime decarbonisation."

David will continue in his role at AMSA during his tenure as Chair.

AMSA CEO to retire

CEO Mick Kinley is retiring after a 30-year career with AMSA and a lifetime dedicated to the maritime industry. Mr Kinley has guided AMSA through pivotal changes and challenges. Under his leadership, AMSA achieved significant milestones, including the implementation of the National System for Domestic Commercial Vessel Safety and Australia's elevation to Category B on the IMO Council. His understanding of

the maritime landscape and dedication have helped to shape a safer and more efficient maritime environment for all Australians and the broader Pacific Region.

AMSA has expressed thanks to Mr Kinley for his leadership, guidance, and friendship.

Updates from the Department of Agriculture, Fisheries and Forestry

New policies to manage biosecurity risks – Have Your Say

Under the **Hitchhiker Pest Program**, the Department is developing a new policy for managing biosecurity risks associated with containers. The proposed policy involves new types of approved arrangements, particularly in wharf and port areas, and your input is invited via the “Have your Say” survey. This provides the opportunity to:

- indicate whether these approved arrangements would be of interest to you
- identify any concerns you may have
- provide any comments or suggestions on what is proposed.

Documents attached to the survey include background information and drafts of the proposed approved arrangements. Your input will help the Department to refine policy and implementation processes for these arrangements.

The **Have Your Say** survey is now open and closes on 5pm on Tuesday 8 October.

DCCC meeting

The next Department’s Cargo Consultative Committee (DCCC) meeting will be held in mid-November. Peter van Duyn will represent ICHCA Australia at the meeting. If you would like information about the meeting, please contact Peter.

ICHCA Contacts

ICHCA Australia Chairman

Scott McKay
Mobile: 0411 042 130
Email: scott@flywheeladvisory.com.au

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.