



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 best, in front of national and international agencies and regulatory bodies. Its Expert Panel provides 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 (www.ichca.com). To access past newsletters and other useful information go to the ICHCA Australia website at www.ichca-australia.com.

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‘Sector focused legal experts’

Ligentia joins ICHCA Australia as a member

Established in 1996 as a freight forwarder, **Ligentia** has been growing ever since. Ligentia's offices can be found in key manufacturing locations all around the world. Ligentia is a global supply chain manager that has been keeping things moving for companies with complex supply chains for over 25 years. This means seamlessly negotiating problems, building supply chains that are flexible, sustainable, cost-effective, and ready to handle unexpected change.

ICHCA Australia welcomes Ligentia as a member and looks forward to working with them to enhance safety and efficiency in moving their clients' goods around the globe.



Winners of Innovation in Safety Award announced

Over the past ten years since its inception, the ICHCA-hosted TT Club Innovation in Safety Award has seen a significant increase in entries representing a broad diversity of innovative products, services and processes aimed at improving safety in the cargo-handling industry. As a result, TT and ICHCA have divided the entries into 4 distinct categories, with a winner and a highly-commended entrant in each category.

The winners and highly-commended entries for this year, announced at a recent presentation in London, are as follows:

Turning data into insight

Winner: **Voxel** for its AI-powered worksite visibility platform.

Highly commended: **Pandora Intelligence** for its Cargo Intelligence Data-driven risk assessment of shipments.

Learning and engagement

Winner: **International Transport Workers' Federation and ITF Seafarers' Trust** for its International App-based worker training programme.

Highly commended: **Port Skills and Safety Ltd** for its Emergency Flash Cards.

Making operations safer

Winner: **RAM Spreaders** for its automatic pipe handling spreader.

Highly commended: **CEPA cv** for its ergonomic lashing tool.

Segregating people and machine

Winner: **Straatman Mooring Systems** for its Permanent bollard with sensors.

Highly commended: **SSA Marine** for its AI-driven RTG camera system.



Car carrier abandoned in the English Channel

Rescue teams from the UK assisted by the French, Dutch, and Belgians responded to a second fire aboard the Grimaldi conro *Grande Brasile* recently after a previous fire had been reported to be under control. According to a spokesperson for the vessel's operator Grimaldi Deep Sea, the 28-member crew was removed from the vessel for their safety while salvage teams are joining the effort.

The vessel, built in 2000 and registered in Malta, was sailing from Antwerp, Belgium to Le Havre, France.



The ship is a Conro, a unique combination of containership and RoRo, favoured by Grimaldi. The Italian shipping firm is one of the few that continues to operate this type of vessel and the company recently built more ships of this style in China. Grimaldi reports the situation continues to evolve.

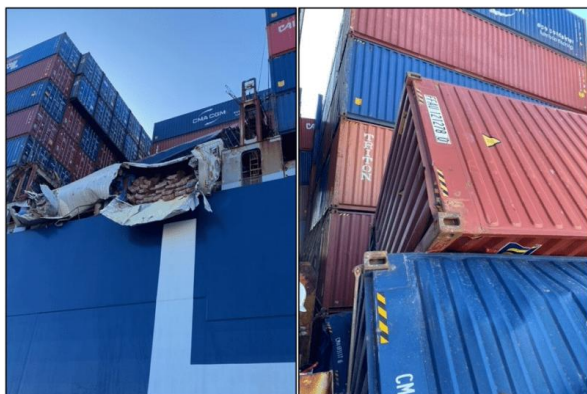
The Belgian Coast Guard and Netherlands Coast Guard are also monitoring the situation. Smit Salvage has been retained by Grimaldi. At this time, Grimaldi reports that the cause of the fire remains unknown, but it will conduct a full investigation in cooperation with the relevant authorities.

Thermal image appears to show the fire spreading in the RoRo cargo area while boundary cooling is underway. Source: Kustwacht

The vessel is loaded with a mix of rolling cargo (cars, vans, trucks), containers, and cargo destined for various West Africa ports. Images supplied by the Netherlands Coast Guard show the fire burning in the RoRo cargo area of the vessel. The dangers of transporting vehicles, and specifically older, second-hand vehicles have recently been the topic of discussions by insurers and other authorities. Electric vehicles are also considered to pose a high risk in transport. In 2019, Grimaldi experienced fire on 2 other vessels, *Grande America* and *Grande Europa*, leading to calls for increased fire safety. These fires led to new regulations about handling hazardous materials. A fire also broke out on a third Grimaldi vessel in 2021 while it was loading in Port Newark, New Jersey and that incident killed two local firefighters who had boarded the ship.

The importance of a correct container weight declaration

The US National Transportation Safety Board (NTSB) revealed recently that a simple data entry error led to the loss of 23 containers and damage to 10 others aboard the US-flagged containership *President Eisenhower* off the California coast. The incident occurred on 6 February 2024 while the vessel was drifting



approximately 94 miles south of Oakland, California, awaiting berth assignment. The *President Eisenhower*, a 984-foot-long containership built in 2005 and operated by APL Maritime Ltd., was operating its regular route between Southeast Asia and the US West Coast when the incident occurred. Despite regular inspections showing no apparent issues during the voyage, the situation deteriorated rapidly when the vessel began drifting while awaiting port entry. At approximately 2135 hours, crew members noticed collapsed containers with multiple units missing from bay 42.

The collapsed containers on the President Eisenhower.

Source: US Coast Guard

According to the NTSB investigation, the root cause was traced to incorrect cargo weight data entered during the booking process. A booking agent manually entered erroneous weights of 2,500 kilograms (which is the tare weight of a 20 ft container) for 39 containers, significantly underreporting their actual weights, which ranged between 24.5 and 28.6 metric tons. The error resulted in containers being stacked in a dangerous “reverse stratification” arrangement, where heavier containers were placed above lighter ones, creating an unstable high centre of gravity. This configuration, combined with the vessel’s 18-degree rolling motion in deteriorating weather conditions, ultimately led to the failure of cargo-securing equipment. If the correct weight had been known, the container would not have been loaded in this configuration.

By law, each container needs a Verified Gross Mass declaration (VGM) stating the correct weight of the container and its contents. In response to the incident, the booking agent has implemented new safety measures, including automatic VGM capture from original bookings when modifications are made and mandatory verification of reported VGMs less than 10 metric tons.

Changes to Marine Order 504 and Safety Management System updates

Marine Order 504 (MO504), which has been in effect since May 2020, is a set of regulations implemented by the Australian Maritime Safety Authority (AMSA) to ensure the safety and wellbeing of workers aboard domestic commercial vessels (DCVs), which include cargo ships, charter boats and pleasure craft of varying sizes used for commercial purposes. Recently, MO504 underwent a review and consultation process aimed at improving the safety outcomes of the Safety Management System (SMS) requirements and making them *'easier to understand, fit for purpose and practical'* for the diverse range of DCVs across Australia. All Australian DCVs are required to implement a SMS which complies with the revised MO504.

The proposed changes will take effect on 1 June 2025 and will apply to all owners, operators, masters and crew of DCVs. There is still sufficient time for DCVs to update their SMS and implement any adjustments necessary to comply with the new AMSA standards.

In summary, the updated MO504 contains amendments to vessels' SMS requirements including:

Simplifying SMS requirements for smaller, less complex vessels and operations

Vessels under 7.5 metres in length in Class 2 (non-passenger vessels), Class 3 (fishing vessels) and Class 4 (vessels for recreational hire by the public) will be eligible for simplified SMS requirements, provided that the vessels:

- do not carry more than 4 day passengers (for Class 2 vessels)
- do not carry dangerous goods
- do not have features such as cranes, lifting devices or deck loads which may impact stability
- do not have an inboard petrol engine, berthed accommodation or towage setups
- are not deemed by AMSA to be unsuitable for simplified SMS.

The simplified SMS features will include:

- designated person responsibility statements to be no longer required in circumstances where the vessel owner is also the designated person
- master’s responsibility and authority statement to be no longer required in circumstances where the owner of the vessel is the master
- a risk assessment to identify key daily tasks performed by the master and crew to be no longer required
- owners are no longer required to specify assembly stations as part of their emergency plan
- mandatory details for the crew list to be reduced.

Clarifying and strengthening fatigue management

The changes under the amended MO504 will bolster the requirements for identification and management of master and crew fatigue in the SMS by way of an SMS fatigue management plan. This has been clarified to ensure owners consider fatigue risks other than hours of work and rest. They must also consider factors such as night work, task demands, environment and suitability of the sleeping environment.

Owners will need to consider whether the identified fatigue risk requires other parts of the SMS to be updated, including watchkeeping and lookout duties; crew induction and training on recognising and managing fatigue; procedures for breaks and adequate sleeping opportunities; and maintaining a healthy shipboard environment.

Enhancing the management of risks from drug and alcohol use

All DCV operators must include a drug and alcohol policy in the SMS in line with the size and complexity of the vessel's operations. Familiarisation with the policy must be included in crew/staff induction and appropriate training must be in place on the reasons for having the policy and the risk associated with non-compliance. The changes apply to Class 1, 2 and 3 vessels. There is different guidance for Class 4 vessels.

Ensuring that roles and responsibilities for the safe operation of the vessel are clear

To ensure clarity in roles and responsibilities of owners, masters and designated persons, DCV operators will need to implement a '*Designated Person's Responsibility Statement*' outlining the designated person's identity, contact details, and responsibilities, as well as a '*Master's Responsibility and Authority Statement*' to clarify the master's authority in ensuring vessel, environmental and personal safety.

Updating the assembly station requirements in the vessel's emergency plan

Class 1, 2 and 3 vessels not eligible for a simplified SMS will have to review and update assembly station requirements contained in the SMS. The key change for affected vessels is that alternative assembly station requirements are no longer dependent on the number of persons carried on board. Instead, alternative assembly stations will be required where it is practical based on the vessel's layout, characteristics and risk assessment.

Aligning procedures for onboard operations and emergency preparedness with risk

Owners are to include procedures for key vessel operations in the SMS which must outline how the risks relating to high-risk operations are to be managed. AMSA provides examples of high-risk operations including, amongst others, startup and shutdown, mooring and berthing, and cargo operations.

Addressing operational risks to vessel stability

AMSA explains that stability refers to the ability of a vessel to return to its upright position after being heeled over by wind, waves, or other forces. A vessel that does not have sufficient stability is at risk of capsizing. As a result, AMSA have introduced a requirement for operators to identify and manage risks to vessel stability within the SMS in order to reduce the risk of the vessel capsizing.

in order comply with the new requirements under MO504 by 1 June 2025, DCV operators should consider whether they are eligible for the simplified SMS and consider whether the new requirements will impact existing aspects of the SMS and update the SMS accordingly.

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Steering gear failure on the Yarra River

Container ship operator CMA CGM is revising steering guidance across its fleet after ambiguous procedures contributed to one of its ships colliding with a navigational beacon in the Yarra River, an Australian Transport Safety Bureau (ATSB) investigation report notes. Departing the Port of Melbourne on 25 May 2023 under the conduct of a harbour pilot, container ship *CMA CGM Puccini* contacted the navigational beacon after swinging wide in a turn when its rudder began responding erratically to helm orders. The ship was slowed and returned towards the middle of the channel, before being stabilised with tug assistance and then conducted to nearby Webb Dock. While the ship sustained minor hull paint damage, the beacon was significantly damaged.

An ATSB investigation concluded that the erratic steering was the result of a hydraulic bypass valve being left open by crew after an AMSA port state control inspection the day before the incident. The ATSB's investigation identified the risk of this happening was heightened by ambiguous language in CMA CGM's fleetwide safety management system steering gear procedures. Specifically, the procedures only referred to 'steering gear failure', instead of using common industry terms, such as 'emergency steering' and 'local steering'. In addition, terminology within the guidance was not clearly and explicitly defined. As a result of the investigation, CMA CGM has advised the ATSB that its fleetwide 'steering gear failure' procedure will be amended and titled the 'emergency steering procedure', and improved for clarity.

ATSB Chief Commissioner Angus Mitchell welcomed the safety action, noting it had the potential to prevent serious incidents and accidents not only in Australian ports, but overseas. "Any loss of steering can imperil the safety of the ship, and life at sea," Mr Mitchell said. Mr Mitchell also welcomed safety action taken by Ports Victoria in updating the harbour master's directions for Melbourne to enhance towage requirements in the Yarra River and including advice for the crews of ships that experience a main engine or steering failure while transiting port waters. "While not associated with any safety issue identified by the investigation, we acknowledge this positive safety action in response to this incident."

Ports Australia calls for action on cyber threats

Addressing the Parliamentary Joint Committee on Intelligence and Security, the peak body for ports has emphasised the importance of improved collaboration between government and supply chain partners. Ports Australia CEO Mike Gallacher said that addressing cyber threats and improving response efficiency are crucial for Australia's economic stability and security.

"Cyber security at our ports remains a critical issue for Australian trade and we need a collaborative approach to address growing threats," said Mr Gallacher. "Historically, legislation has focused on physical security activities and it's never been more important than now to include cyber in this. A dedicated forum would bring together government and industry expertise to ensure we are prepared for any cyber security incidents." With the successful implementation of similar forums, such as Maritime Industry Security Consultative Forum (MISCF), Ports Australia said that the establishment of a cyber-specific consultative forum, encompassing the end-to-end supply chain will strengthen resilience in the case of an attack.

Other recommendations made by Ports Australia include:

- A more flexible approach to security requirements, recognising the diverse nature of Australian ports and maritime businesses.
- Government consideration of financial support for industry participants to implement the changes required by the reforms.
- Set a clear regulatory environment for investment certainty.

"Maritime security plans are built around an identifiable port land area. Cyber threats do not recognise maps or postcodes. We must work collaboratively at a national level to optimise security," said Mr Gallacher.

Auriga Group appoints new managing director

The Auriga Group has appointed a new Managing Director - Maritime, Ms Rochelle MacDonald. Rochelle is an experienced executive who has held senior roles in both the ports and maritime sectors over the past 20 years, including that of CEO, EGM and GM. Rochelle holds a Degree in Environmental Engineering and Geology, a Master's of Engineering Project Management, and a Doctor of Philosophy.

Rochelle is very experienced and qualified for the position of Managing Director - Maritime, having worked most of her career across the regional centres and ports of where we currently operate. Rochelle has managed pilot teams, launch/tug crews, ports and various maritime assets across regional Australia. Rochelle will lead all of the Auriga Group maritime activities across Australia, which involves over 300 team members who perform all of our marine and pilotage operations nationally. Rochelle was selected after an extensive six-month market search both domestically and internationally.

Founded in June 2020, Auriga Group is an Australian company specialising in Maritime Pilotage, Marine Services, and Aviation Services, with an operational history spanning over 140 years and a workforce of over 300 nationwide.

Transshipment vessel coming to Western Australia

A custom-designed self-unloading vessel will soon be supporting a large salt and potash project in the Pilbara region in Western Australia. BCI Minerals is planning to ship salt to customers in ocean going vessels (OGVs) ranging from Supramax (50,000 dwt) to Capesize (160,000 dwt). The use of larger vessels will significantly reduce overall freight costs compared to other WA salt operations with berth constraints. SOP (premium fertilizer and a by product of the operation) can be shipped either by small vessels or together with salt shipments where the products have customers with a common or nearby port.



Port and Transhipper. Source: BCI Minerals

Salt product will be conveyed from salt stockpiles to the jetty head and loaded onto the Transshipment Vessel (TSV) at a rate of 3,000 tonnes per hour (tph). SOP will be transported by truck from a SOP storage shed to a receival hopper, conveyed to the jetty head and loaded onto the TSV at a 700 tph rate. The TSV will transport product 15 nautical miles offshore to OGVs at anchor.

Nuclear-powered vessels on the horizon

HD Korea Shipbuilding & Offshore Engineering (HD KSOE), an intermediary holding company for HD Hyundai's shipbuilding sector, unveiled a nuclear-powered 15,000 TEU containership model at the recent *New Nuclear for Maritime Houston Summit*, utilising small modular reactor (SMR) technology.

Unlike conventional ships, nuclear-powered vessels do not require engine exhaust systems or fuel tanks. HD KSOE has optimised the space previously occupied by large engine room equipment to accommodate additional containers. The company has also applied a marine radiation shielding system using a double-tank method with stainless steel and light water to ensure safety. Furthermore, HD KSOE, in collaboration with global energy technology company Baker Hughes, has applied a supercritical carbon dioxide-based propulsion system, improving thermal efficiency by approximately 5% compared to existing steam-based propulsion systems.

HD KSOE plans to establish a marine nuclear demonstration facility at its Future Technology Test Center. "Nuclear-powered vessels can be a game-changer in the current shipbuilding market, where carbon neutrality is emerging," said Patrick Ryan, chief technology officer of class society (American Bureau of Shipping (ABS), which gave the Korean builder an approval in principle for the new design. Since February last year, HD KSOE has been accelerating related technology development through joint research on next-generation SMRs with TerraPower. In December 2024, the company secured an order to manufacture the main equipment for TerraPower's Sodium reactor, which is being constructed in Wyoming.

Also speaking at the summit, ABS chairman and CEO Christopher Wiernicki told delegates, "New nuclear technology is a global decarbonisation solution and a commercial shipping disruptor. There is no net zero by 2050 without nuclear." Contrary to conventional wisdom about the high cost of nuclear technology, Wiernicki said he believes new nuclear can be highly competitive. "The economics are compelling over the life of a vessel," he said. "When you account for fuel differentials, the cost of compliance and residual value, it costs roughly the same as fossil options, only with zero carbon operations. And it gets much more attractive when compared to the high cost of green fuels."

Updates from the Department of Agriculture, Fisheries and Forestry

DCCC meeting

The Department of Agriculture, Fisheries and Forestry Cargo Consultative Committee (DCCC) brings together DAFF and industry representatives to address biosecurity issues impacting trade and logistics with the purpose of ensuring effective biosecurity regulation without unnecessary trade barriers.

The next DCCC meeting (#100) will be held in April with Peter van Duyn representing ICHCA Australia. If you have any issues you want brought to the meeting, please contact Peter.

A summary and minutes of the last meeting can be found [here](#).

Biosecurity Protection Levy Bill withdrawn

The highly contentious Biosecurity Protection Levy (BPL) Bills were withdrawn from the Senate recently, in effect negating an additional \$47.5 million to be paid by producers. In doing this, the Federal Government has reiterated its commitment and investment in 'sustainable, broad-based, biosecurity funding'. They have

also highlighted the BPL was only one part of the funding solution and there is no 'immediate' funding change for the Commonwealth's biosecurity activities.

It is unlikely that the revenue shortfall will be forgone, and likely that the burden will fall on the 'risk creators' (importers). Although the Government has previously indicated that such action would be a breach of World Trade Organisation (WTO) rules.

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