



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.com.au.

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'Sector focused legal experts'

New Director joins ICHCA Australia

ICHCA Australia Ltd welcomes Steve Cox as a Director. Steve is COO of Patrick Terminals, where he leads the operational delivery of key business objectives by effectively managing Patrick's terminal assets.



Steve is a senior manager specialising in leading large-scale maritime operations. His career spans more than 20 years and he has held senior positions in shipping, terminal and towage operations, and project and change management, in Australia and overseas.

Patrick Terminals has been a long-term supporter of ICHCA Australia Ltd, and we welcome Steve's contribution to the board.

Save the date: ICHCA VIC industry luncheon

Mishkel Marahaj will be the guest speaker at an ICHCA Vic industry luncheon to be held at the RACV Club in Melbourne on 4 September 2025.

Mishkel Marahaj is the Founder & CEO of Intermodal Terminal Company (ITC), Australia's only independent owner and operator of Intermodal Terminals. ITC is a platform company, wholly owned by Aware Super, a \$190 billion superannuation fund. ITC aims to build a portfolio of terminals with its first being Australia's largest: the Melbourne Intermodal Terminal (MIT). MIT is a multi-purpose terminal and when complete will provide 1 million TEUs of capacity in its first phase. This capacity will allow the rail freight industry to grow and by doing so, the supply chain to experience a modal shift from road to rail.

Date: Thursday 4 September 2025.

Venue: RACV City Club, Melbourne

More details to come on our website: <https://www.ichca.com.au>

ICHCA SA industry luncheon

ICHCA SA will hold its second industry networking luncheon for 2025 on **18 September at Coopers Alehouse Gepps Cross**, 560 Main N Road, Blair Athol.

The keynote speaker is Brad Weston, Commercial Manager Bulk, Bulk Customer and Growth at Aurizon. Brad is a chartered accountant with over 15 years' experience in advisory and commercial roles. He currently serves as Commercial Manager for Aurizon's Bulk Central business, overseeing commercial dealings for intermodal, bulk rail operations and stevedoring across South Australia and the Northern Territory.

Brad will be speaking about: *What's on the horizon for Aurizon?*

Book early as places are limited. More details and the registration form are available on the [ICHCA Australia Events page](#)



The luncheon is sponsored by

SA Freight Council Conference 2025

The SA Freight Council (SAFC) will be holding a one-day conference in Adelaide on Thursday 16 October. A reception on the evening of 15 October will precede the event.

The conference will be a great opportunity to learn, network and hear from top-quality speakers across all modes. Confirmed speakers include Minister Koutsantonis, Wayne Johnson (CEO, ARTC), Stewart Lammin (CEO, Flinders Ports), Jon Whelan (Chief Executive, DIT) and Brenton Cox (MD, Adelaide Airport) – it's going to be a big day!

The website and QR code for registration is below. ICHCA members will enjoy the lower SAFC membership rate.

Website: <https://keito.eventsair.com/safreight25> or click on the image below.



WSC releases *Containers Lost at Sea* report

The World Shipping Council (WSC) has released its annual *Containers Lost at Sea* report, showing that 576 containers were lost at sea in 2024. While this represents an increase from the record-low 221 containers lost in 2023, it remains well below the 10-year average of 1,274 containers lost per year, underscoring continued industry progress on safety and prevention. Container losses in 2024 were influenced by ongoing disruption in the Red Sea region, which led to a significant shift in global trade routes. Vessel transits around the Cape of Good Hope increased by 191% compared to 2023. This area is well-known for hazardous maritime conditions, which contributed to a concentration of losses. The South African Maritime Safety Authority says around 200 containers were lost in this region alone.

Despite these challenges, the proportion of containers lost relative to those transported remains exceptionally low – just 0.0002 percent of the approximately 250 million containers transported globally in 2024. "This year's report confirms that the vast majority of containers are transported safely across the oceans. Still, even one container lost is one too many," said Joe Kramek, President & CEO of the WSC. "Despite continued loss-prevention efforts by the industry, the re-routing of transits away from the Red Sea and around the Cape of Good Hope to keep global commerce moving has ocean carriers navigating one of the world's most challenging routes, as highlighted in this report," Joe Kramek concluded.

Progress and New Safety Initiatives

The report highlights continued efforts across the liner shipping industry to improve container handling, stowage, and securing practices. Safety is a shared responsibility, and the report outlines the critical roles played by each part of the supply chain, from shippers and freight forwarders to terminal operators and ocean carriers.

The report features several major safety initiatives:

- Mandatory reporting of container losses to the IMO will begin in 2026, following adoption of new SOLAS amendments. WSC has long advocated for and welcomes this development.
- The Top Tier Joint Industry Project, led by MARIN with WSC participation, will be making its final report to the IMO in September. The project has made major advances in improving container safety, identifying the main reasons for container losses, developing tools to help ocean carriers prevent incidents, and making recommendations to the IMO for revised regulations and to the ISO for amendments to standards that would significantly enhance container safety.
- The WSC Cargo Safety Program, launching in 2025, introduces the first industry-wide system for cargo screening to flag mis/undeclared dangerous goods – a leading cause of shipboard fires.
- New regulations on charcoal shipments will come into force in 2026. WSC has played a key role in shaping these changes, and many carriers will implement the new rules proactively in 2025.

Data Transparency and Industry Participation

WSC's *Containers Lost at Sea* report is based on direct input from member companies representing approximately 90% of the global container vessel capacity. Data is extrapolated to provide an industry-wide estimate, assuming comparable performance from non-participating carriers. While industry-wide reporting will become mandatory from 2026, WSC is committed to continuing the annual *Containers Lost at Sea* report for consistency and transparency.

World Shipping Council's *Containers Lost at Sea Report - 2025 Update* is available to download on their website: <https://www.worldshipping.org/containers-lost-at-sea>

ACCC approves Silk acquisition

The Australian Competition & Consumer Commission (ACCC) will not oppose DP World Australia Limited's proposed acquisition of Silk Logistics Holdings Limited. Following an extensive investigation, including considering detailed responses to its statement of issues, the ACCC concluded that the proposed acquisition would not likely result in a substantial lessening of competition.

DP World Australia operates container stevedores at the Ports of Botany (Sydney), Melbourne, Brisbane and Fremantle. On average, DP World Australia services approximately a third of the containers processed at these ports. Silk is a national container logistics provider in Australia. It hauls import and export containers on trucks to and from ports where DP World Australia operates.

The ACCC considered the implications of integrating DP World Australia's container terminals with Silk's national container transport and warehousing business and the potential impact on container transport service providers in the supply chain. The ACCC focussed on whether DP World Australia would have the ability and incentive to engage in discriminatory conduct against Silk's container transport rivals by raising their costs or lowering their quality of access to DP World Australia's terminals.

ACCC indicated that DP World Australia is unlikely to engage in forms of discriminatory conduct which would lead to material operational delays and disruption at DP World's terminals. A reduction in DP World Australia's ability to efficiently process containers at its terminals would risk DP World Australia losing shipping lines to other terminals, damaging its own business. "Although DP World Australia may be able to engage in subtle forms of discrimination without adversely affecting its primary function as a container terminal, such conduct is unlikely to reach a level so as to substantially lessen competition," ACCC Commissioner Dr Philip Williams said. "DP World Australia would continue to face competition from a range of established and prospective container transport providers."

The ACCC has an ongoing role in monitoring Australia's container freight industry. This involves tracking prices, costs and profits of container terminals, gathering information from the container freight industry, and providing a monitoring report to the government each year.

ICHCA Australia member Forkliftaction celebrates 25 years

Forkliftaction is marking its 25-year anniversary of launching as a b2b website with a bold plan to connect the materials handling industry across the globe. Established in 2000, the website was the brainchild of Australian forklift sales and rental company manager Michael Leu, who saw the World Wide Web as the vehicle to open a new way of generating business opportunities.



Forkliftaction CEO Ann Hofmans reflects: "Leu's idea was to connect the world of materials handling: to connect forklift brands to markets worldwide, connect buyers to suppliers, and help everyone working with forklifts keep informed on the brands, suppliers, products and emerging technologies in materials handling".

Edition 1 of *Forkliftaction News* was emailed to 50 recipients, while a holding page on domain Forkliftaction.com invited people to add their email address to the mailing list. In just six months subscriptions grew to 2000, proving the viability of the Forkliftaction concept. And the small team from Brisbane has been adding to its offer ever since. Now home to over 73,000 opt-in members, the platform still connects the industry with independent weekly news, alongside resources such as job alerts, machinery sales, business directory, events calendar and a bustling industry forum which clocks more than 98,000 visits weekly, from those looking for technical help and insider insights.

The Forkliftaction team would like to extend their heartfelt thanks to the materials handling industry for their loyalty and ongoing support.

Subscription to Forkliftaction's comprehensive news and business resources is **free and immediate**. For enquiries or to share your industry news stories, contact the Forkliftaction team **here**.

FACT reaches in principle EA agreement with MUA

Flinders Adelaide Container Terminal (FACT) is pleased to have secured an in-principle agreement with the Maritime Union of Australia to resolve bargaining for a new enterprise agreement (EA) to cover its stevedoring employees. The new agreement is set for 3¾ years and extends the enterprise agreement until 31 March 2029.

"Bargaining began in November 2024, and both sides participated in good faith, resulting in a positive outcome for all," FACT General Manager Trent Kolbig said. "Coming to a resolution quickly means we continue to operate without disruption, enabling FACT to deliver consistent and uninterrupted supply chain outcomes for importers, exporters and the broader South Australian economy. The outcome also highlights the company's strong working relationship with our employees. It provides the certainty required to support both our workforce and our customers in a rapidly evolving global logistics environment," he said. "As South Australia's sole container terminal, we remain focused on delivering reliable, efficient and sustainable port services for the state."

Parties will now finalise the drafting of the agreement and proceed to the formal ratification process. The agreement will then be submitted to the Fair Work Commission for approval.



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New BIMCO USTR clause for time charter parties

The United States Trade Representative (USTR) is the agency within the Executive Office of the President responsible for representing the United States in international trade negotiations and disputes. Under Section 301(b) of the Trade Act of 1974, the USTR is empowered to respond to unreasonable or discriminatory foreign government acts, policies, and practices that burden or restrict United States commerce. On 12 March 2024, five national labour unions filed a petition requesting an investigation into the acts, policies, and practices of China targeting the maritime, logistics, and shipbuilding sectors for dominance.

On 17 April 2025, the USTR issued a final notice of action (USTR Final Notice) for its Section 301 investigation on "China's Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance". The USTR Final Notice imposes significant new port service fees on vessels that are owned or operated by China-linked entities, most vessels that were built in China but that are owned and operated by non-Chinese entities, and all foreign-built vehicle carriers. The USTR Final Notice provided a 180-day grace period, commencing on 17 April 2025, before these fees start to apply. As such, fees will start to apply to Chinese-linked ships calling at US ports from 14 October 2025. After this, further actions will be gradually implemented over the coming years with the USTR confirming more implementation details will be shared in the coming months. The USTR has also proposed imposing additional tariffs on certain ship-to-shore cranes, shipping containers, truck chassis and chassis parts.

As a result of the USTR Final Notice, BIMCO has released a standard clause aimed at addressing the contractual uncertainties that may arise from the USTR Final Notice, to minimise potential disputes and provide clarity during negotiations and charter performance. The clause addresses fees incurred under Annexes I and II of the USTR Final Notice, specifically for vessels with a link to China in a time charter context. The clause may be incorporated into new and existing charterparties.

Key aspects of the new BIMCO standard clause include:

Vessel nexus Declaration (subclause (a))

Under subclause (a), if requested by the Charterers of a vessel, the Owners are obliged to declare in writing whether the vessel is owned, managed or operated by Chinese entities, as defined in the USTR Final Notice, or if the vessel was built in China. The Owners are also obliged to notify the Charterers as soon as practicable of any changes or corrections to the information as declared occurring at any time after the date of the Charter Party or during the duration of the charterparty.

Fee responsibility (subclause (b))

Under subclause (b) if at any time the vessel is ordered by the Charterers to call at any port or place in the United States and a United States service fee is incurred, the Charterers shall be solely responsible for payment of such fee.

Exceptions (subclause (c) and (d))

Subclauses (c) and (d) set out exceptions to the above rule where Charterers shall not be solely responsible for any United States service fee or any increased service fee.

According to subclause (c), the Charterers shall not be responsible for any United States service fee or any increase thereof:

- where the Owners' declaration to the Charterers, regarding whether the vessel was built in China or whether the vessel is owned, managed or operated by Chinese entities, is inaccurate or incomplete
- where the Owners fail to provide a declaration as requested by the Charterers, and/or
- where any United States service fee or any such increases are directly incurred as a result of any change by the Owners of the registered owner, manager or operator of the vessel.

Further, under subclause (d), the Charterers shall not be responsible for any United States service fee incurred as a result of the Owners' breach of charterparty, any off-hire event, or any use of the vessel outside of the Charterers' instructions.

Payment (subclause (e) and (f))

Payment shall be made by the Charterer, or the Owner if the Owner is responsible for the fee, directly to the relevant United States agency. If the United States agency requires payment other than by the responsible party under the terms of the charterparty, that party shall pay the United States service fee directly and the responsible party shall reimburse the paying party promptly.

Parties wishing to adopt the BIMCO clause in their charterparty should do so before October 2025, when the fees are set to commence. However, before incorporating the clause, it is important to consider the obligations and ensure that they are consistent with the relevant commercial objectives and that there are adequate processes are in place to meet those obligations.

Finally, as there is still some uncertainty as to how the fees will be imposed, BIMCO has indicated that the clause will continue to be reviewed once more information is available. BIMCO's Documentary Committee Chairperson Nicholas Fell has stated that BIMCO anticipates that "many of the current uncertainties surrounding the enabling provisions to give the USTR Notice its intended effect will be resolved in the months following the implementation of the USTR fees. As more experience is gained, reviewing the clause to ensure it continues to meet our high standards and the industry's needs will be part of BIMCO's ongoing contractual work". It is therefore recommended that participants in the international trade and logistics industry maintain a watching brief on these developments and consider whether their existing contractual arrangements are suitable to deal with the impact of the new fees once they come into force.

This article was supplied by Owen Webb (Owen.webb@hfw.com) and Stephen Thompson (Stephen.thompson@hfw.com) of HFW, sponsors of Inside ICHCA.

Women & Leadership Australia scholarships

Women & Leadership Australia is offering partial scholarships (up to \$5,000) to support women in the transport & logistics sector to access world-class leadership and workplace skills programs. With flexible part-time learning, these programs combine leadership theory with practical application to help empower women to advance in their careers.

Scholarships applications close Friday 22 August 2025, unless allocated earlier. To learn more and apply, visit <https://www.wla.edu.au/industry/transport/>.

Aurizon signs up to Melbourne Intermodal Terminal

Rail freight operator Aurizon has signed an agreement with Intermodal Terminal Company (ITC) to use the Melbourne Intermodal Terminal (MIT) that is currently under construction at Somerton in Victoria. Aurizon will use MIT for up to nine years to handle container traffic. Being built at cost of \$A400 million on a 45-hectare site, MIT is 90% complete. The 15-hectare Inner Terminal is due to commence operations in October, with capacity to process 600,000 TEU a year.

With terminal hardstand totalling 31 hectares, ITC says that MIT will be the largest intermodal terminal in Australia, with a total capacity to process over 1 million TEU a year. This will be sufficient to handle interstate rail freight demand in Victoria, including future traffic generated by Inland Rail, until the late 2050s. The new terminal will be 20 kilometres by rail from the Port of Melbourne and is expected to increase capacity on the Victorian Port Rail Shuttle Network. Supported by the Victorian state government, this initiative aims to upgrade existing infrastructure and reduce congestion around the port, encouraging modal shift from road to rail.



Photo Credit: ITC

MIT will be open to third-party customers, including rail freight operators, freight forwarders and regional shippers. As well as storage for freight in bond and empty containers, facilities will include container washing, fumigation and repair. MIT forms part of the Melbourne Intermodal & Industrial Exchange (MIIX), which is being developed by Aware Real Estate and global asset management firm Barings to establish a major integrated industrial and logistics complex at Somerton. Total investment in the project is \$A1.6 billion.

“This terminal is strategically located and provides efficient connections to the national rail network and the Port of Melbourne, creating opportunities for rail to support new markets across Australia,” says Aurizon Bulk & Containerised Freight Group executive, George Lippiatt. ITC chief executive Mishkel Maharaj said the services agreement related to the terminal would provide Aurizon and its customers with interstate freight train services from Melbourne’s north. “Aurizon’s supply chain customers will benefit from the intermodal terminal incorporating the latest technologies in safety and operational efficiency as well as being large enough to accommodate Aurizon’s interstate growth plans,” Mr Maharaj said.

New Director and Chair at Shipping Australia

Fleur Walsh has been appointed as a Director of Shipping Australia. Fleur joined A.P. Moller-Maersk in February 2023 and is the Head of Operations for Maersk Oceania. She is responsible for leading the operational function across the ocean, landside, and air freight portfolios in Australia and New Zealand.

Fleur began her logistics journey as an ocean trade specialist for ANL in Melbourne, later fulfilling roles including account manager, logistics manager and procurement manager, for shipping, logistics and manufacturing companies in Australia and Singapore. She was appointed as the Chief Operating Officer – DP World Logistics in March 2021 and was responsible for the operations and profitability of a new business division focused on logistics services and consultancy. Fleur holds a Master of Supply Chain Management degree from Melbourne Business School and a Bachelor of International Business and Marketing from Victoria University.

Shipping Australia is also pleased to announce that long-standing industry executive Phillip Holmes has officially assumed the role of Chair of Shipping Australia. Phillip, who is the General Manager of shipping major “K” Line (Australia), assumed the role under the standard Shipping Australia Board Rules of Succession. The holder of the Chair of Shipping Australia changes every two years on a rotating basis. Phillip, who was formerly the Deputy Chair, was scheduled to assume the role of Chair in due course. However, there was a variation in the plan as My Therese Blank, the former Chair and a board member, took up a role outside the shipping sector and resigned her Shipping Australia positions. Phillip was then elevated to the role of Chair earlier than scheduled.

GPC appoints new CEO

Gladstone Ports Corporation (GPC) is pleased to announce the appointment of Andrew Johnson as the organisation’s new chief executive officer (CEO). Andrew has been appointed following a rigorous and comprehensive search process. With over 30 years of national and international leadership experience, Andrew has a proven track record successfully leading large-scale, complex, asset intensive, geographically distributed and globally recognised organisations.

Mr Johnson will join GPC in September 2025 after concluding his role as CEO of the Bureau of Meteorology, where over the last nine years he has successfully led significant organisational transformation, customer service improvements and technology uplift while navigating the impacts of COVID-19 and successive national weather-related emergencies. Prior to the Bureau of Meteorology, Andrew spent nearly a decade on the executive team of CSIRO where he had responsibilities including leadership of the organisation’s marine, land and water businesses.

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 (including ICHCA) to address biosecurity issues impacting trade and logistics with the purpose of ensuring effective biosecurity regulation without unnecessary trade barriers. The latest meeting was held on Thursday 31 July. For any information about issues discussed at the meeting, please contact Peter van Duyn.

Container cleanliness conference

A symposium on *Invasive Pests on Shipping Containers* will be held in Copenhagen on 7 and 8 October 2025. The symposium is free to participate and will address how the entire cargo handling supply chain will

be expected to take on the challenge of preventing the transfer of invasive pests. It is an opportunity for industry to have a voice.

One of the topics on the agenda is Custodial Responsibility, a model developed by industry. It requires each part of the cargo supply chain, from the container depot to the packer to the transporter and carrier, to take action to identify if invasive pests are present on the container when they receive it and to hand it over to the next part of the supply chain free from visible pests. In the model, ports and terminals will also have these obligations.

For more information and registration, click [here](#).

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