



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'

ICHCA VIC event in Melbourne



ICHCA VIC recently held an event at the RACV City Club in Melbourne. Mishkel Maharaj, Founder & CEO of Intermodal Terminal Company (ITC, wholly owned by Aware Super), gave an enlightening presentation about the development of the Melbourne Intermodal Terminal at Somerton.

The terminal is expected to start operations in October with shuttle trains to and from the port. Interstate train services are to follow later. The terminal is part of a 99-hectare industrial precinct. ITC is intending to build a national portfolio of terminals.

A sumptuous lunch was served during the event and Mishkel was happy to answer questions from the audience.

The event was sponsored by



ICHCA SA event in Adelaide



ICHCA SA recently held its second event for 2025 at Coopers Alehouse Gepps Cross. Brad Weston, Commercial Manager Bulk, Bulk Customer and Growth at Aurizon, gave an overview of Aurizon's recent business ventures in SA.

Brad discussed how Aurizon will continue to focus on safety after some serious incidents and near misses. The presentation then outlined other Aurizon activities, including investing in Berth 29 in Port Adelaide and the Gillman industrial estate.

Aurizon has commenced their land bridging service from Asia through the Port of Darwin on to eastern states. They are also considering reinstating two regional rail networks in conjunction with the SA state government to service the Murray Mallee and the Eyre Peninsula. Aurizon is looking at introducing electric locomotives to help to decarbonise their business.

The event was sponsored by



ICHCA QLD event in Brisbane

ICHCA QLD recently held an *Intelligence in Maritime Forum* at the Queensland Maritime Museum in Brisbane. The purpose of the event was for maritime professionals to band together, share ideas and insights, to network and to walk away having learnt something new they wouldn't have heard anywhere else.



The presentations were varied and well received by the audience. Speakers included Marcus Oakey of Trade & Investment QLD, Capt Norman Lopez of Institute of Chartered Shipbrokers and Jo Kirby of Hatch, all covering pressing issues around the intelligence of the maritime sector. The final presentation was a discussion with Jenny Ruffel Smith, a maritime sustainability specialist.

Food provided by Rolling Stone Pizza created an informal atmosphere where participants could enjoy the presentations as well as have plenty of opportunities to network with colleagues and friends.

ICHCA would like to thank Captain Kasper Kuiper and the team of the Queensland Maritime Museum.

The forum was sponsored by **ligentia**TM *Ligentia Logistics Australia*

ICHCA Australia presents at Tokyo Forum

Peter van Duyn, ICHCA Australia Company Secretary, and Andrew Adam, a director of NSW Ports and Intermodal Terminal Company, were invited by ICHCA Japan to present at a forum in Tokyo attended by senior executives from Japanese port authorities and government representatives.



Peter presented on automation and decarbonisation in the cargo handling industry, a topic of great interest to the 100+ delegates. Andrew spoke in detail about the Port Botany Landside Improvement Strategy as well as on vertical integration and consolidation in shipping and logistics operators. The presentations were well received with a number of questions from the audience.

The trip also included a visit the Japanese Ministry of Land, Infrastructure, Transport and Tourism as well as the International Association of Ports and Harbors whose head office is in Tokyo.

Aurizon joins ICHCA Australia

ICHCA Australia welcomes Aurizon as a new member. Aurizon is Australia's largest rail freight operator. Each year, Aurizon transports more than 250 million tonnes of Australian commodities, connecting miners, primary producers and industry with international and domestic markets. Aurizon provides customers with innovative freight and logistics solutions across an extensive national rail and road network.

Aurizon transports a wide range of different commodities, including mining, agricultural, industrial and retail products. Aurizon has four major businesses – Network, Coal, Bulk and Containerised Freight, and is a leading specialist in rail design, engineering, construction, management and maintenance.



TT Club Innovation in Safety Award entries now open

The TT Club Innovation in Safety Award, presented in partnership with ICHCA, celebrates cutting-edge improvements in health and safety across the cargo-handling and logistics sectors. Now in its ninth year, the award shines a spotlight on organisations and individuals that are making a tangible difference –

whether through new technology, processes, or culture-changing initiatives.



It is now time to start thinking about how your innovation could inspire others and contribute to safer supply chains worldwide.

From ports and terminals to transport operators and technology developers, all are welcome to enter. Past winners have ranged from global giants to grassroots inventors. What matters is impact.

Entries accepted from 1 September to 14 November 2025. Learn more at [Entering the TT Club Innovation in Safety Award - ICHCA International](#)

SA Freight Council Conference 2025

The SA Freight Council 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).

For more information and to register, go to [the website](#) or scan the QR code on the diagram. ICHCA members will enjoy the lower SAFC membership rate.

US to retaliate against countries that ratify NZF

The United States announced that it will retaliate against countries that in October will confirm their support to the International Maritime Organisation's (IMO) Net-Zero Framework (NZF), a plan to reduce greenhouse gas emission intensity in the shipping sector. In a joint statement released in mid-August, Secretary of State Marco Rubio, Secretary of Commerce Howard Lutnick, Secretary of Energy Chris Wright and Secretary of Transportation Sean Duffy justified the threat as a form of protection for US citizens and businesses against an agreement that “is effectively a global carbon tax on Americans” that would impose “fuel standards [that] would benefit China.” The joint statement follows up on the position the US took in April.

What does the NZF entail?

In response to EU policies for decarbonising the shipping sector, such as the Emission Trading System and the FuelEU Maritime Regulation, the IMO set ambitious climate targets in 2023: reducing the annual greenhouse gas emissions of the sector by 20-30% by 2030 and by 70-80% by 2040, compared to 2008

levels. The IMO also included a net-zero emissions target around 2050. The NZF, approved in the 83rd session of the Marine Environment Protection Committee (MEPC 83) held from 7 to 11 April 2025, is the set of regulations that will serve to achieve these targets and includes three main points. The first entails an obligation to reduce the greenhouse gas intensity of fuels (GHG Fuel Intensity, GFI, that is the amount of greenhouse gases emitted per unit of fuel used), with increasingly ambitious reduction targets over time.

The NZF is expected to be formally adopted at an extraordinary IMO meeting to be held from 14 to 17 October. After the meeting, the NZF will be incorporated into a new chapter of Annex VI of MARPOL on the prevention of air pollution from ships.

AMSA's warning on the securing of containers

The latest edition of the Australian Maritime Safety Authority (AMSA)'s *Maritime Safety Awareness Bulletin* highlights the critical importance of proper cargo stowage and securing, following ongoing concerns about safety risks and compliance across the industry. Poorly stowed and secured cargo can cause serious harm to people, the environment, vessels, and other cargoes, not only at sea, but also during loading and discharge operations. These incidents may result in injuries, environmental pollution, reputational damage, and clean-up costs that can run into the tens of millions of dollars.

Recent AMSA ship inspections of ships visiting Australian ports identified several key issues with cargo container stowage and securing practices, including:

- exceeding maximum permissible container stack weights
- exceeding maximum permissible weight distributions within stacks
- cargo not adequately secured throughout the voyage to prevent loss overboard.

These findings reinforce the need for ship operators, masters, and crew to remain vigilant in following established cargo securing requirements and industry best practices. The Maritime Safety Awareness Bulletin provides practical insights, case studies, and resources to help the industry reduce risks and improve compliance in this area. [Read the latest edition here.](#)



Containers collapse and fall overboard in Long Beach

Recently, a significant container collapse occurred aboard the *MV Mississippi*, moored alongside Pier G in the Port of Long Beach. The accident resulted in approximately 67 containers falling overboard into the harbour waters and more onto the pier. No injuries were reported, and no other terminals or port operations were impacted.



Photo courtesy US Coast Guard

This incident comes amid heightened attention on container safety in the shipping industry, as the World Shipping Council (WSC) recently reported that over 11% of inspected cargo shipments contained deficiencies in 2024.

To help reduce container losses at sea, WSC co-developed (with the involvement of ICHCA International) the CTU Code Quick Guide and Checklist, which provides guidance for properly packing, transporting, and unpacking cargo transport units (CTUs), including freight containers.

The STAX barge (green barge in the photo) involved in the incident is part of an innovative emissions control system unveiled earlier this year. In April, STAX Engineering demonstrated its integrated emissions and carbon capture technology designed to help maritime operators meet increasingly strict environmental regulations. Since the accident, the clean-up process, which involves heavy machinery used to lift the containers from underwater, has made significant steps. Further progress was made as more containers are located, and a new phase of the operation begins.

Nearly all the containers are now recovered. Port of Long Beach officials previously said that cargo operations at the port were “mostly unaffected” by the incident, except for the immediate area around the *Mississippi*. What caused the containers to fall has not yet been determined.

WSC launches Cargo Safety Program to prevent ship fires

The World Shipping Council (WSC), which represents ocean carriers that transport around 80% of global trade, recently announced the launch of a new *Cargo Safety Program* (Program), which aims to detect risk early and prevent incidents by stopping dangerous goods from making it onboard ships. The Program is designed to detect mis-declared and undeclared dangerous goods in order to prevent ship fires, protect crew members, vessels, cargo and the marine environment.

According to Allianz's Safety and Shipping Review 2025, ship fires are at the highest level in over a decade, with a major container ship fire occurring roughly every 60 days. Undeclared and mis-declared goods remain the leading cause of ship fires, responsible for more than a quarter of all cargo related ship incidents.

The President and CEO of the WSC, Joe Kramek, stated that “[w]e have seen too many tragic incidents where mis-declared cargo has led to catastrophic fires, including the loss of life”. Kramek explained that “[t]he WSC Cargo Safety Program strengthens the industry's safety net by combining shared screening technology, common inspection standards, and real-world feedback to reduce risk.”

To date, the WSC has announced that a number of ocean freight carriers accounting for more than 70% of global container capacity have already joined the Program. This includes Hapag-Lloyd, Ocean Network Express, Maersk and CMA CGM, amongst others.

The Program uses AI technology designed by the National Cargo Bureau, alongside standardised physical inspection protocols, to identify high-risk shipments. The AI technology is designed to scan "millions of bookings in real time using keyword searches, trade pattern recognition and AI-driven algorithms to identify potential risks." If the system identifies potential risks, it alerts carriers so that cargo can then be reviewed and verified through targeted physical inspection.

Kramek said in a statement. "The Cargo Safety Program is a powerful new layer of protection, but it does not replace the fundamental obligation shippers have to declare dangerous goods accurately. That is the starting point for safety, and it is required under international law."

As with any AI driven technology, the Program will only be as effective as the information provided to it and as more information is provided the technology will adapt and improve, learning from real life incidents. As such, the responsibility falls to carriers to share as much information as possible for the Program to be able to effectively identify high-risk shipments and become more accurate. For the Program to work well, data must be shared by carriers and ports, as well as by other entities across the industry. There are likely going to be legal, commercial and privacy constraints involved with the sharing of data which will need to be addressed. Coordination across the industry and internationally will therefore be required to ensure parties can comply with the requirements under the Program.

Australia's regulatory foundation is reasonably strong and there are already several codes, practices and laws which deal with dangerous goods, container safety and international shipping obligations that will overlap with the Program. The Australian Maritime Safety Authority (AMSA) implements IMO rules and codes, including the International Maritime Dangerous Goods (IMDG) Code. As such, Australia already requires declaration of dangerous goods; however, mis-declaration, whether intentional or accidental, remains a risk. The Program's AI-based screening process could help with identifying mis-declared dangerous goods being imported or exported from Australia. The Program should therefore help to reduce the risk of incidents occurring due to mis-declared goods and add value to Australia's already strong regulatory foundation.

While we wait to see what the implications and requirements of the Program will be, there are a number of steps stakeholders should take to prepare for and adhere to the Program. Stakeholders should ensure that their dangerous goods documentation and declaration processes are reviewed, prior to implementing the Program, and ensure that they are fully compliant with the requirements of the Program. It is also unknown at this stage the number and extent of alerts that the AI system may send to carriers requiring cargo to be physically inspected, and therefore it is important to ensure there is sufficient inspection capacity and trained personnel to carry out the standardised inspections required under the Program.

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

Patrick to publish rail window schedule

Patrick Terminals will commence the publication of additional details about the rail window schedule for Sydney AutoRail, as well as further rail landside performance metrics, such as cancellation and arrival metrics. Patrick Terminals will also begin holding Rail Landside Efficiency Group meetings in Sydney, commencing later in 2025. These meetings will focus on developing solutions which support Rail Landside performance and the overall efficiency of Patrick's Sydney AutoRail terminal, and provide information about Patrick Terminals' rail investment program.

A Charter governing this group will be published on Patrick's website. Patrick Terminals will continue to work closely with landside customers to drive engagement focused on landside productivity benefits. This initiative is being launched by Patrick Terminals on a voluntary, market-led basis and reflects industry feedback on rail landside matters.

New report warns of climate threats on maritime structures

A new report from TT Club and Haskoning warns urgent action is needed to safeguard ports, waterways and global supply chains from climate threats. Global supply chains will suffer as ports face ever-mounting threats from sea level rise, extreme weather and shifting regulations, with billions of dollars in trade and infrastructure already at risk each year, according to the report.

Developed by leading global transport and logistics insurer TT Club, in collaboration with international engineering consultancy Haskoning, the report titled *Climate Ready Supply Chains – urgent guidance for ports, waterways and logistics operations to adapt and build resilience in the face of climate change* takes a deep dive into the potential consequences of climate change on ports and includes a practical roadmap to strengthen climate resilience in maritime operations. It sets out immediate measures and long-term solutions to safeguard infrastructure, maintain operational continuity and ensure economic stability in the face of climate change.

“Ports are the lifeblood of global trade, but they are also on the frontlines of climate change impact,” says Marika Calfas, TT Club Board Member and CEO of NSW Ports. “At NSW Ports, we see first-hand the importance of building resilience into supply chain infrastructure and operations. This guidance provides practical steps for understanding climate risks, planning adaptive responses and embedding resilience into the core of business strategy.”

The report draws on historical case studies, including the shutdown of Gulf Coast ports during Hurricane Katrina, and the \$12 billion in maritime damages from Japan’s 2011 tsunami, as evidence of the severe economic and social impacts when resilience measures are inadequate.

“Climate change is no longer a distant challenge – it is a pressing operational reality,” explains Neil Dalus, Risk Assessment Manager at TT Club. “Inaction could result in soaring repair costs, prolonged disruptions and lost revenue. Proactive adaptation, on the other hand, could deliver long-term savings, operational security and reputational benefits.”

Nearly 90% of the world’s 3,700 major ports are exposed to damaging climate hazards placing billions of dollars in infrastructure and global trade at immediate risk. Data show that extreme climate events are inevitable rather than hypothetical, and urgent action is therefore essential. Delaying action risks compounding damage and escalating costs; proactive planning today not only prevents significant losses but also secures long-term competitiveness and operational continuity.

For a copy of the full report, click the link [HERE](#).

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 DCCC meeting was held on 31 July. The meeting communique can be found [here](#). Peter van Duyn is also a member of the Hitchhiker Working Group who are working on a Pacific Strategy for the Sea Container Pathway and have developed a draft Regional Standard for Phytosanitary Measures (RSPM) for sea containers.

If you require more information, please contact Peter van Duyn.

IPPC Symposium

The International Plant Protection Convention (IPPC) is holding a *Symposium on Plant and Biodiversity Protection* in Copenhagen, Denmark on October 7-8, focusing on risks of pest contamination in the international containerised supply chain. The event, organised by the IPPC and other partners, will provide an opportunity for industry stakeholders to discuss how to prevent the transfer of invasive pests. ICHCA Australia will be represented by the CEO of ICHCA International.

If you have any queries, please contact Peter van Duyn.

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