



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 SA industry luncheon – 14 May

ICHCA SA will be holding its first industry luncheon event for 2026 on **Thursday 14 May** at Lakes Resort Hotel in Adelaide. The speakers will be:

- Trent Kolbig, General Manager, Flinders Adelaide Container Terminal (FACT)
- Jonathan Cheong, Head of Aviation Business Development & Commercial, Adelaide Airport

They will give updates on services, land development and initiatives for freight movements in South Australia.

Book early as places are limited. More details and the registration form are available on the [ICHCA Australia Events page](#). You can also book and pay online by clicking [HERE](#).

Please note, there are only a few days left to book.

The luncheon is sponsored by:



ICHCA Australia welcomes NMT Projects as a new member



NMT Projects delivers end-to-end logistics solutions for the world's toughest projects, handling the most challenging oversized and heavy-lift cargo. NMT uses creativity and meticulous planning on every project – handling oversize, heavy-lift and ultra-complex cargo. They specialise in tackling logistics challenges often deemed too big for other companies. In the world of oversize, heavy-lift, and complex global logistics, the smallest details can make the biggest difference. NMT work side by side with their clients to anticipate challenges before they arise and to develop solutions that deliver results for each project.

MEDLOG takes up tenancy at former Melbourne Market site

The Victorian Government has announced a major freight infrastructure development in Melbourne's inner west, with global logistics company MEDLOG confirmed as a key tenant at the former Melbourne Market site in West Melbourne. In partnership with the Port of Melbourne, MEDLOG will redevelop part of the 29-hectare site to establish container storage facilities adjacent to the port. The move is designed to streamline freight movements by reducing the distance containers need to travel, easing pressure on local road networks.

By bringing container storage closer to the port, the project is expected to reduce truck movements through surrounding suburbs including Yarraville, Tottenham, Brooklyn and Seddon. The initiative builds on broader efforts such as the West Gate Tunnel and No-Truck Zones, which aim to improve safety, air quality and congestion across Melbourne's inner west. The redevelopment forms part of a wider transformation of the former market site, which spans an area equivalent to more than 14 MCGs. Approximately \$500 million in private investment is planned across the precinct, supporting increased freight capacity and long-term supply chain resilience.

Victoria's freight sector plays a significant role in the state's economy, contributing more than \$36 billion annually, supporting around 240,000 jobs and moving approximately 440 million tonnes of freight each year. The Port of Melbourne remains Australia's busiest container port, handling more than a third of the

nation's container trade. Minister for Ports and Freight Melissa Horne says the project will improve efficiency while reducing the burden on local communities.

IMO approves new guidelines to tackle false ship registration

The International Maritime Organization (IMO) has adopted new guidelines designed to improve transparency and due diligence in ship registration, while preventing fraudulent registrations and misuse of flags. The guidelines have come amid a sharp increase in fraudulent use of national flags by vessels seeking to evade regulation and sanctions.

The reforms respond largely to this growth of "false flagging", a practice in which ships claim to be registered under a country's flag without that state's approval. This issue has become particularly prominent in connection with Russia's "shadow fleet" of tankers. The shadow fleet employs many regulatory loopholes to circumvent sanctions on Russian crude oil, and one of the recently adopted techniques is the falsification of flag registry status. According to the IMO, between April 2025 and April 2026 more than 500 vessels were identified as falsely flying a national flag, with nearly 40 member states seeing cases of their flags being used fraudulently.

In November 2025, the Centre for Research on Energy and Clean Air (CREA) published an article which identified that between January and September 2025, a total of 113 shadow vessels sailed under a false flag. The vessels enabled the transport of 11 million tonnes of oil valued at US\$5.4 billion. Between 13 and 17 April 2026, at the 113th session of the committee, the IMO's Legal Committee approved the new guidelines to address the problem by assisting new and existing flag state ship registries in the process of registering ships. While not legally binding, the guidelines aim to standardise and strengthen the way flag states register vessels by introducing clearer expectations around verification, transparency, and ongoing oversight.

Key improvements include more robust due-diligence checks during the registration process, stronger verification of ownership and control, and better record-keeping to ensure registration data remains accurate over time. Specifically, the IMO said in a statement published on its website on 17 April 2026 that the guidelines focus on:

- legislation governance and control on who can perform registration of ships
- procedures for quality assurance in ship registration
- due diligence on ownership and ship identification
- due diligence on ship identity and eligibility checks
- information sources and information sharing.

The IMO Secretary-General stated, "This is a welcome step towards ensuring due diligence in ship registration systems for the benefit of safety, protection of the marine environment and the well-being of seafarers, essential for the safety and security of international shipping. The guidelines will also aid in eliminating cases of fraudulent registration."

The safety and wellbeing of seafarers remains paramount. The IMO's adoption of these guidelines is therefore a welcome development, particularly in light of the increasing use of fraudulent flag registrations as a means of evading sanctions and regulatory oversight. Stakeholders will be watching closely for the formal publication of the guidelines in due course. As always, shipowners and other industry participants will need to monitor the guidelines carefully to ensure compliance with any new requirements that may be introduced and to mitigate the legal, commercial and reputational risks associated with non-compliance.

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

AMSA detains another vessel for underpayment to crew

Recently Australian Maritime Safety Authority (AMSA) inspectors boarded the Liberia-flagged vessel *BBG Wuzhou* when it docked in Newcastle and conducted a comprehensive inspection. AMSA identified multiple issues, including defects for underpayment of crew wages, insufficient food and not providing free drinking water for seafarers, and subsequently detained the ship for unseaworthiness and being substandard.

AMSA found that the crew had not been paid for almost 7 months, with unpaid wages totalling almost AU\$69,000. As a result, AMSA has banned the vessel from entering or using any Australian ports or waters until 4 October 2026, effective immediately. Greg Witherall, AMSA Acting Executive Director Operations, said the ban should serve as a clear warning to maritime employers to meet their obligations under the Maritime Labour Convention (MLC). He said, "Seafarers play a critical role in keeping Australia moving, and they deserve to be paid lawfully and fairly. Underpaying seafarers is exploitation—plain and simple. Australia has zero tolerance for such conduct. It is unlawful, unethical, and a clear breach of our laws and values. Employers who engage in this behaviour should be in no doubt. If you are caught, you will be held to account. Vessel bans are costly, with some operators facing losses of millions of dollars by being denied access to Australian ports. AMSA will not hesitate to exercise its authority under the MLC when vessels are found to be in breach."



Change at the helm at MSC

Mediterranean Shipping Company (MSC) is a global leader in transportation and logistics, privately owned and founded in 1970 by Captain Gianluigi Aponte. MSC recently announced that a transfer of ownership took place during the last quarter of 2025, from Gianluigi Aponte to his son and daughter, Diego and Alexa Aponte. Both are Italian nationals brought up and currently resident in Switzerland. This transition marks a significant milestone in the Geneva-based company's history. Diego Aponte, Group President, and Alexa Aponte, Group Chief Financial Officer, have demonstrated leadership and vision, achieving great success within their respective roles in the business. The move ensures the continued stability and growth of the MSC Group of companies under the stewardship of the next generation.

Captain Gianluigi Aponte commented, "I am incredibly proud of this historic moment. Passing ownership to my children is not only a reflection of their dedication and achievements, but also a continuation of our family's centuries-long maritime heritage. With Diego and Alexa at the helm, I am confident that our Group will continue to thrive and honour our family's legacy of innovation, resilience, and unwavering commitment to the sea." MSC will remain focused on its core business of ocean freight with Captain Gianluigi Aponte continuing as executive Chairman of the Group.

MSC has 675 offices across 155 countries worldwide. The company has evolved from a single-vessel operation into a global business with a fleet of 1,000 vessels providing service to customers of all industries and sizes. The MSC Group's activities now include overland transportation, logistics and a growing portfolio of port terminal operations. MSC's shipping line sails on 300 trade routes and calls at 520 ports, carrying some 30 million TEU (twenty-foot equivalent units) annually. The MSC Group, including its passenger businesses, employs 200,000 people worldwide.

Vale Peter Morris OAM

Former federal transport minister Peter Morris OAM died recently at the age of 93. Born in Sydney in 1932, Peter Morris entered federal parliament in 1972 and held the seat of Shortland in the House of Representatives until 1998. In the government of Bob Hawke, he held senior ministerial portfolios including transport, aviation, resources, transport and communications and industrial relations.

Mr Morris also served as chair of the International Commission on Shipping and president of the Newcastle Maritime Museum. His "Ships of Shame" report was a turning point for maritime safety and seafarer welfare.

OMC International partners in the future of navigation

OMC International, an Australian maritime engineering company, has partnered in S-100 Simulator tests shaping the future of navigation. S-100 is a next-generation digital framework developed by the International Hydrographic Organization (IHO), designed to provide richer, real-time maritime data to support safer, more precise and efficient navigation, particularly in complex port environments, and is an important milestone in the digitisation of maritime industry.

OMC, as maritime technology partner, participated in a recent series of bridge simulator tests led by Carnival Corporation through its Center for Simulator Maritime Training (CSMART) as part of the IHO S-100 Test Bed and Sea Trial in Confined Waters. OMC provided S-129 (Under Keel Clearance Management) datasets for the trial, generated by its industry-leading Dynamic Under Keel Clearance System.

S-100 represents a significant shift in how navigation data is created, shared and used. Rather than relying solely on static chart information, S-100 enables multiple, dynamic data sources to be layered together, helping mariners better understand changing conditions that directly affect vessel manoeuvrability in real-time as they are operating. Phase 1 of the S-100 programme has entered into force, meaning IHO member states and stakeholders can begin to produce, test and use a subset of the S-100 product specifications, including S-129: Under Keel Clearance Management. While commercial availability of S-100 type-approved ECDIS is still limited, S-100 datasets including S-129 can already be displayed via Pilots' portable Electronic Charting Software (ECS).

The IHO S-100 Test Bed and Sea Trial in Confined Waters was delivered through close collaboration among Carnival Corporation and CSMART; the United Kingdom Hydrographic Office; the Netherlands Hydrographic Office; the Australian Hydrographic Office; the Australian Maritime Safety Authority (AMSA); Land Information New Zealand; the Port of Rotterdam; the Port of Napier; Port Phillip Sea Pilots (Melbourne); Loodswezen (Rotterdam Pilots); the United Kingdom Maritime Pilots Association; and maritime technology partners including Wärtsilä Voyage Simulation, Teledyne, Raymarine Commercial, SevenCs, OMC International, OSI Maritime Systems, QPS and SEAiq Pilot.

OMC International is a member of ICHCA Australia

Impacts of the Middle East conflict on seafarers

The ongoing instability in the Middle East is creating a rapidly evolving situation for global shipping. The International Maritime Organization (IMO) is closely monitoring developments to protect more than 20,000 seafarers in the region, including those stranded on vessels unable to exit the Strait of Hormuz.

IMO is committed to safe passage and welfare of maritime workers. The IMO Council has called for a halt to attacks on ships and urged Member States to ensure the continuous provision of water, food, fuel and other essentials to stranded ships. IMO Secretary-General Arsenio Dominguez is engaging with relevant parties. IMO is also participating in a UN-led dedicated Task Force on the Strait of Hormuz.

Ports and shipping lines are fighting for the 'emission free' crown

We have recently seen a number of Australian ports blowing their own trumpet on achieving a score of 100 (out of 100) in theGRESB Infrastructure Assessment; but is it all as it seems? Following the recent MEPC meeting, shipping lines are struggling to determine how they can make their ships emissions-free, but will they be able to achieve this by 2050?

Several Australian ports have claimed to have achieved 100% in the latest Global Real Estate Sustainability Benchmark (GRESB) ranking, but what does this mean? The GRESB is an organisation that provides a globally recognized benchmark for assessing the Environmental, Social, and Governance (ESG) performance of real assets. It is an industry-led organization that empowers the financial industry to advance environmental, operational, and financial sustainability across real assets in climate-critical industries. Members self-report data which is validated by a third party and scored to generate a relevant benchmark for the industry. The benchmarks align with global sustainability priorities, such as the Sustainable Development Goals, the Paris Climate Agreement, and major international reporting frameworks.

Participants are being scored on their organisation's ESG policies, management systems, stakeholder engagement practices, and ESG reporting, as well as their actual environmental performance of the real estate assets, including energy use, GHG emissions, water consumption, waste management, and building certifications. It also looks at the social aspects, such as tenant engagement and community impact.

As most Australian ports are mainly landlord ports it is easy for them to minimise GHG emissions of assets under their direct control; a few buildings, some vehicles and mainly small craft. These are called Scope 1 and 2 emissions. But what about Scope 3 emissions? Scope 3 emissions, according to Ports Australia's *Greenhouse Gas Emissions Inventory Guidance for Ports*, are all indirect emissions (not included in Scope 1 or Scope 2) that occur in the value chain, such as emissions of equipment operated by a third-party stevedore, towage operator, etc and other tenants on port land. Reducing Scope 3 emissions will be much harder to achieve and while some tenants are undertaking steps to minimise their GHG emissions, such as electric dock trucks, hybrid straddle carriers, electric forklifts and rail mounted gantries, electric tugs etc., there is still a long way to go.

Another Scope 3 emission is exhaust fumes from ships whilst in port. One measure to counteract this is to provide shore power, but who pays for this installation as it is expensive to retrofit? At the recent International Ports and Harbours conference, Ports Australia's Mike Gallacher stated that: "We're not averse to it, but the question is, how do you fund it? How do you make it work?" According to Mr Gallacher, there is not one example in the world of an onshore power plant being put into a port that was not funded by government. The Port of Rotterdam aims to make shore power the norm for most ships by 2030, funded through a combination of public and private sources, including the Municipality of Rotterdam, the Dutch Government, the European Union, and private companies. As most ports in Australia are privately owned, they will most likely have to fund this themselves.

What about ships and their path towards “Net Zero by 2050” which is a mere 25 years away? Unfortunately, at the last Marine Environment Protection Committee (MEPC) meeting the decision to adopt the Net-Zero Framework (NZF) for the international shipping industry was postponed. The US Administration's opposition, which described the NZF as a ‘Global Green New Scam Tax on Shipping’, was a major factor. This delay makes meeting the climate goals set for shipping even more challenging.

What are some shipping lines doing to minimise their GHG emissions? Some are turning to wind power; the *Neoliner Origin*, a 136m-long sail-powered ro-ro cargo ship recently completed its first transatlantic crossing, saving 80-90% in emissions. Other lines are installing sails on their vessels to assist with propulsion and reduce fuel consumption. This usually only delivers a 10-20% reduction in emissions. Many shipping lines are switching to LNG-powered vessels, not really a non-fossil fuel but much less polluting than heavy marine fuel. A number of newly ordered vessels are designed for dual fuel propulsion, with the option to switch to fossil-free fuel, such as biofuel methanol, ammonia and hydrogen, at a later stage when it's more readily available and economically viable. Shortsea shipping is already switching to battery-powered ships. There are currently large container ships on the drawing board that will be powered by thorium-based molten salt reactors or similar small modular nuclear reactors. It remains to be seen if this is a viable solution.

We have seen a rapid evolution of electric vehicles, but will we see a similar development for ships, which require vast amounts of energy to transport millions of tonnes of cargo across the globe? It will require a massive effort from governments and shipping lines to achieve this goal by 2050.

Peter van Duyn

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A presentation was given at the ICHCA International AGM by Yusuke Suemune of Japan's Ports and Harbours Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT), where he outlined the Japanese Government's plans to achieve carbon net zero by 2050 at all Japanese ports via its Carbon Neutral Ports (CNP) initiative backed by a CNP certification process. The process of decarbonization will involve evaluation of a wide variety of stratagems including low-emission handling equipment and LED lighting on the terminal operation side and efforts by carriers, such as zero emission vessel fuels and truck appointment systems.

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 that can have an impact on trade and logistics, such as container cleanliness, with the purpose of ensuring effective biosecurity regulation without unnecessary trade barriers. The most recent meeting was held on 30 April. Please contact Peter van Duyn if you like more details of the meeting.

BMSB season ends

The 2025-26 Brown marmorated stink bug (BMSB) risk season ended on 1 May 2026. Goods shipped on board, or vessels departing from BMSB target risk countries, on or after 1 May 2026 will no longer be subject to the BMSB seasonal measures. Target high risk goods manufactured in or shipped from target risk countries that are shipped on board vessels between 1 September 2025, and 30 April 2026 remain subject to BMSB measures regardless of the arrival date. Importers are reminded that it is their responsibility to ensure goods imported are free of biosecurity risk material throughout the year, not just during periods of heightened seasonal measures.

Have your say

Agriculture ministers have tasked the National Biosecurity Committee with developing and consulting on reforms to meet evolving risks to Australia's biosecurity. The reforms come from ongoing discussions that you're likely to have already been involved with, and they build on significant progress already underway with the delivery of the **National Biosecurity Strategy**.

A discussion paper provides more information on the reforms proposed under these themes. Visit the **National Biosecurity Reform Have Your Say** to view the discussion paper and to make a submission, open until 5pm AEST, 12 June 2026.

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Our contact with you

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Do you have a story to tell?

If you have any news you would like to be considered for inclusion in future editions of *Inside ICHCA*, please contact Peter at peter.van-duyn@ichca.com. We hope you find this edition of interest.