



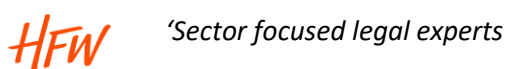
About ICHCA – International Cargo Handling Co-ordination Association

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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ICHCA SA industry luncheon

ICHCA South Australia recently held a successful industry event at the Lakes Resort Hotel in Adelaide, which was attended by more than 45 guests from the freight and logistics industry. ICHCA Chair Scott McKay welcomed everybody and gave a short summary of what ICHCA is, and what it does, regarding the safe and efficient handling of cargo.

The keynote speakers were Jonathan Cheong, Head of Aviation Business Development & Commercial Adelaide Airport, and Trent Kolbig, General Manager, Flinders Adelaide Container Terminal (FACT), providing an overview of both air and container freight developments in South Australia.



Jonathan gave an overview of the latest developments at Adelaide Airport and the challenges to keeping old and attracting new business, particularly in the current climate where airlines are cognisant of the potential shortages of aviation fuel. A number of airlines have returned to call at Adelaide Airport after interruptions during the COVID pandemic, or will return soon, increasing passenger services to Adelaide. International passenger traffic has seen the largest increase. Airfreight is also doing well with nearly 25,000 tonnes shipped in 2025 with a value of \$2.3 billion. The main export markets are North and SE Asia as well as the USA.

Trent explained in detail the proposed changes to the Flinders Ports container terminal and the adjacent logistics precinct to facilitate larger vessels and increased container throughput in the future. Currently, a berth extension is underway and two new quay cranes have been ordered with increased outreach and height, enabling discharge and loading of containers on any size container vessel that may arrive in the port of Adelaide in the future. The container terminal will get a new operating system where automated rubber tyred gantry cranes will service the yard. There will be a new terminal gate facility and an expansion of the empty depot. Flinders Port Holdings is also in the process of planning further development at landholdings at Outer Harbor, adjacent to the container terminal. The total project represents an investment of approximately \$300 million.

After an opportunity for some questions, Scott thanked Jonathan and Trent for their insightful presentations and guests enjoyed a two-course lunch with plenty of opportunity for networking whilst enjoying the surrounds of the Lakes Resort Hotel.

The ICHCA SA luncheon was sponsored by:



ICHCA Australia AGM

ICHCA Australia Ltd held its Annual General Meeting (AGM) on Thursday 14 May 2026, in person in Adelaide and via video conferencing.

One director position was open for re-election; Scott McKay was re-elected unopposed. Director Jonathan Lafforgue tendered his resignation. At the board meeting preceding the AGM, Peter van Duyn was re-elected as Company Secretary.

The following positions were filled and accepted by the nominees:

Chairman: Scott McKay

Deputy Chairman and Finance Director: Peter van Duyn

Directors: Steve Cox, Tim Polson, Richard Brine, Nigel Edwards, John Thompson and Marcus John

MIT visit by ICHCA members

Intermodal Terminal Company, a member of ICHCA Australia, kindly invited ICHCA members to visit their recently opened Melbourne Intermodal Terminal (MIT) in Somerton. On 5 May, a small group had the opportunity to see the terminal in action. During the visit, the group observed timber logs being loaded into a container to be railed to the Port of Melbourne.



The facility includes empty container storage, container repairs and cleaning, and fumigation and quarantine services. The port shuttle trains can carry 80 TEUs and while most of the cargo is currently export containers, in future an incentive scheme offered by the Port of Melbourne will ensure import containers will be backloaded from the port to the MIT for storage and unpacking in adjacent warehousing.

Interstate rail capacity that can handle 1800-metre-long trains is in the final construction stage.

Many thanks to Ashley and Annette from MIT for showing the group around and providing a lovely lunch.

Maritime Safety Series: From ship to shore eliminating cargo-handling accidents

Join the upcoming Maritime Safety Series webinar for expert insights into the critical challenges, risks and developments shaping the future of maritime safety.

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From Ship to Shore: Eliminating Severe Cargo-Handling Accidents
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ICHCA Technical Panel

The ICHCA Technical Panel, consisting of over 80 experts from our member base, meets regularly and provides an opportunity for members to help steer ICHCA's technical priorities and ensure our work reflects the real operational challenges facing ports, terminals, and cargo-handling organisations.

Recently, the Panel revisited several active workstreams, including the emerging guidance on pinning operations, recent discussions on lithium-ion fire detection and suppression, and the technical enquiries raised since the last meeting, as detailed below.

- Lithium-ion battery and EV fire risk: increasing focus on causality (used EVs, damaged batteries, improper disposal); detection technologies (heat vs smoke, AI-assisted monitoring); firefighting approaches, including brine-based suppression
- Access safety: gangways and accommodation ladders; reports of collapses, railing failures, pin failures and inadequate maintenance
- Safety training resources: need for accessible, downloadable, high-quality safety videos not reliant on streaming services such as YouTube
- Twistlock pinning operations: review and refinement of draft guidance proposal; agreement to establish a working group on pinning safety.

IMO continues to develop strategy for maritime digitalisation

The International Maritime Organization (IMO) has approved a comprehensive maritime digitalisation strategy that aims to harness emerging technologies to increase efficiency, safety and sustainability in the shipping industry, which is a significant step towards a more efficient, safe and sustainable shipping industry.

The IMO has also addressed concerns about the increased threat of cybersecurity as digitalisation increases throughout the industry. Following Facilitation Committee (FAL) approval, the Strategy will be shared with the IMO's Legal, Marine Environment, and Maritime Safety Committees for further review before being submitted for adoption to the IMO Assembly's 35th session in 2027.

At the latest IMO meeting in London, the FAL approved the IMO Strategy on Maritime Digitalization (the Strategy), aimed at transforming global maritime operations. The Strategy emphasises interoperability, system standardisation, data-sharing and effective data governance across organisations and jurisdictions.

The Strategy sets to establish maritime digitalisation as an overarching IMO policy, to be integrated into the IMO's Strategic Plan for the Organization for the six-year period 2024 to 2029, and applied across all IMO bodies and processes, including engagement with maritime administrations, the shipping industry and seafarers generally. The Strategy aims to improve efficiency and reduce administrative burdens by facilitating the sharing, verification and renewal of seafarer credentials, passenger identification and ship certificates. The Strategy also seeks to use data to enhance navigation safety and strengthen ships' environmental performance, promoting human-centred systems that are resilient to disruptions, cyber threats and environmental challenges.

The strategy builds on previous IMO initiatives, including the introduction of Maritime Single Window (MSW) regulations which were implemented last year, requiring ships and ports to use a single digital platform to exchange information and streamline port call procedures.

In line with the Strategy, the FAL Committee also introduced other key digital initiatives, including:

- Updated IMO Compendium: A new version of the IMO Compendium on Facilitation and Electronic Business was approved, featuring additional data sets to improve standardisation and interoperability across maritime IT systems.

- Enhanced MSW Guidelines: Amendments to the Guidelines for setting up a MSW were approved to introduce verification functions, reducing manual administrative burdens and eliminating redundant checks by different authorities.
- Cybersecurity for MSW: A new output was introduced to develop cybersecurity measures to safeguard MSWs and protect digital maritime operations from attacks.
- Electronic certificates Guidelines: Guidelines on electronic certificates were approved and forwarded for concurrent approval by IMO's Marine Environment Protection, Maritime Safety, and Legal Committees.

IMO Secretary-General Arsenio Dominguez stated, "The IMO Maritime Digitalization Strategy is a game-changing effort to make smooth, seamless, smart shipping a reality. It will help integrate vessels and ports, improve logistics and optimize routes, while reducing greenhouse gas emissions. We must work together to ensure the strategy serves all."

One concern across the industry has been that as digitalisation increases, so do cybersecurity threats that could cause operational, safety and security issues. To address this, at the latest IMO meeting the FAL Committee also approved amendments to the Annex of the Convention on Facilitation of International Maritime Traffic, 1965 (FAL Convention). These amendments require Contracting Governments to implement mandatory cybersecurity measures to protect MSWs, in line with national legislation. These FAL Convention amendments aim to protect the digitalisation systems from cyber risks.

As with many IMO strategy and policies, the success of the Strategy depends on member participation. The IMO's approval of the Strategy should be seen as a significant positive step towards a more efficient, safe and sustainable shipping industry. However, as always, shipowners and other industry participants must ensure that they monitor the implementation of the Strategy carefully to ensure compliance with any new requirements that may be introduced and must ensure that they have the systems in place ready to implement the Strategy requirements as they come into effect.

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

MDC win in High Court appeal

The High Court has unanimously allowed Mayfield Development Corporation's (MDC) appeal, ruling derivative Crown immunity does not shield NSW Ports from competition law claims. Mayfield claims it lost the opportunity to develop land at the Port of Newcastle as a container facility because, in 2013, the State of New South Wales agreed to Port Commitment Deeds (PCDs) with NSW Ports during the privatisation of Port Botany and Port Kembla. Clause 3 of the PCDs included compensation provisions requiring the State to pay NSW Ports if Port Botany or Port Kembla were not at full capacity in two consecutive financial years and container volumes beyond a defined threshold were diverted from Port Botany or Port Kembla to the Port of Newcastle. The PCDs have a term of 50 years.

The Australian Competition and Consumer Commission had previously brought a similar claim against NSW Ports, which failed in the Federal Court at first instance and on appeal. Mayfield was granted leave to intervene in the ACCC appeal on terms limited to filing 15 pages of written submissions, made no oral submissions and did not participate in the trial.

First vessel for Strategic Fleet announced

The *ANL Kokoda*, a medium sized, geared container vessel, will be the first to participate in the Strategic Fleet Pilot Program. This sovereign shipping capability is intended to strengthen Australia's economic sovereignty and improve national security. The vessel will be available to Australian Government agencies



Source: Google

to requisition in times of need, emergency or crises, such as natural disasters and supply chain disruptions.

As part of the five-year pilot, the vessel will become Australian-flagged and crewed, helping to rebuild our national shipping industry. It will bolster resilience and help grow our sovereign maritime workforce ensuring Australia has the skills and capabilities to operate our ports and maritime services into the future.

The Strategic Fleet is the central component of a broader program of work that aims to revitalise the Australian maritime industry. This includes the establishment of the Maritime Skills and Training Initiative, cracking down on wage theft aboard foreign-flagged ships, and reviewing the *Coastal Trading Act*.

Another lifeboat accident with three fatalities

Malaysia's state-owned oil and gas giant Petronas has confirmed that three contractors were killed when a lifeboat detached and fell into the sea during maintenance work at one of its Floating Storage Offloading (FSO) units off Malaysia.

The incident occurred at about 12.50pm local time on the FSO Sepat unit. Four contractors were inside a lifeboat, preparing to descend beneath the platform for maintenance. According to Kuala Terengganu police chief assistant commissioner, the rope or hook securing the boat detached, causing the lifeboat and all four inside to plunge into the sea. Rescue teams were quickly deployed to the site and retrieved all four workers from the water. They were airlifted by helicopter to Sultan Mahmud airport in Kuala Terengganu and rushed to the local hospital for emergency treatment. Three of the workers were pronounced dead upon arrival at the hospital, while the surviving worker suffered serious injuries and remains under observation.

Petronas said investigations into the incident are ongoing, in coordination with the relevant authorities. The company extended its “deepest condolences to the families, friends, and colleagues of the deceased” and stated that its immediate priority is to support the wellbeing of those affected. The police have classified the case as a sudden death report pending the outcome of further investigations. The FSO unit is permanently stationed at the Sepat field in the South China Sea, some 130 km off the coast of Kuala Terengganu, Malaysia. The Sepat field is a conventional shallow-water oil and gas field with a water depth of approximately 60 metres.

Unfortunately, incidents involving lifeboats seem to be a regular occurrence and more needs to be done to avoid injury to personnel.

New MD for ANL Container Line

After the recent resignation of Shane Walden, the CMA CGM Group has announced the appointment of Esra Bora as managing director of ANL Container Line Pty Ltd and general manager of CMA CGM Oceania agencies, based in Melbourne. In her new position, Ms Bora will oversee the Group’s activities across the Oceania region, as well as the strategy and operations of ANL Container Line Pty Ltd.

Ms Bora brings more than 18 years’ experience in the maritime industry, including over eight years within the CMA CGM Group. Since joining the Group as general manager in Türkiye, she has held several commercial and regional leadership roles in Marseille and across Asia. Her career notably includes serving as general manager of the Vietnam cluster and, most recently, as general manager of CMA CGM China.

AMSA bans another vessel

The Australian Maritime Safety Authority (AMSA) is continuing to safeguard the wellbeing of seafarers through its ongoing enforcement of international regulations. Using what has now become a familiar tool, for the third time in less than two months AMSA has banned a vessel from Australian waters for three months due to violations of the Maritime Labour Convention, including accusations of not paying seafarers and charging them for potable water.

In the latest case, the Liberia-flagged vessel *FPMC B Forever* (180,099 dwt), which is operated by Formosa Plastics Marine Corporation (FPMC), has been banned from entering Australian ports or waters until 28 July. A detention order followed by the immediate ban came after AMSA boarded the bulk carrier recently at the Port of Newcastle for a port state control inspection.

Inspectors reported they found that the ship’s crew had been underpaid by almost A\$15,000. In addition, they reported that the crew was being charged for potable water, among other unlawful violations of the Maritime Labor Convention.

“Underpaying seafarers – by any amount – is unlawful and will trigger enforcement action,” said Greg Witherall, AMSA Acting Executive Director Operations. “This action should serve as a clear warning to operators who think they can cut corners at the expense of their crew. The law is clear: if you underpay your crew, the cost will be far higher than the wages you tried to withhold.”

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. The communiqué and minutes are published on the department's website. [Department of Agriculture, Fisheries and Forestry Cargo Consultative Committee - DAFF](#)

As a result of the unrest in the Middle East, the DCCC has also been holding fortnightly extraordinary meetings to discuss the latest developments. Please contact Peter van Duyn if you like more details of the meetings.

Conclusion of the BPL flight season

The 2025-2026 flight season of the Burnt Pine Longicorn (BPL) beetle concluded at 23:59 hours (NZST) on Thursday 30 April 2026. The Department will cease its annual heightened surveillance regime for managing the risks posed by Burnt Pine Longicorn (BPL) beetles on vessels departing New Zealand from midnight, 24:00 hours (NZST) on 30 April 2026. Timber and timber products imported from New Zealand will no longer be subject to specific import requirements that are applied during the BPL flight season.

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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.