



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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Allianz Safety and Shipping Review 2026 published

The recently published Allianz *Safety and Shipping Review 2026* highlights geopolitical conflict and the closure of the Strait of Hormuz as major factors shaping shipping risk and activity. According to Allianz, incidents like the closure and reported mining of the Strait of Hormuz signal a transition toward a “new maritime order” defined by escalating security risks along strategic shipping corridors, the disruption of established trade routes, persistent uncertainty, higher risk premiums, and a greater strategic emphasis on resilience over pure cost efficiency. Despite the long-term improvement in the industry’s safety record, loss spikes have continued, while looking forward, the reshaping of sector forces is set to persist. Today, the industry appears to be more risk-exposed in this area than at any point in recent decades.

“Our analysis shows the shipping industry has made significant improvements in maritime safety in recent years. However, it has also undergone a fundamental transformation, from decades of relative stability, defined by steady trade flows and largely predictable operating conditions to becoming increasingly complex and volatile,” explained Thomas Lillelund, CEO of Allianz Commercial. He added that the Middle East conflict and Strait of Hormuz closure are just the latest in a series of severe interruptions to hit shipowners and cargo operators. He emphasised that resilience, geopolitics and efficiency must be balanced in an increasingly unpredictable world, where the cost of uncertainty is reshaping the shipping industry.

The conflict in the Middle East has paralysed the Strait of Hormuz, a critical global oil trade route. Allianz Research data show that around 1,150 cargo-carrying vessels (over 100GT), with an estimated vessel and cargo value of approximately \$125 billion, a volume of 29 million GT, and as many as 20,000 seafarers, are in the Persian Gulf waiting to resume operations following recent diplomatic breakthroughs. This underscores the structural importance of maritime chokepoints and how critical they are for shipping and international trade. Importantly, in addition to the severe disruptions to vessel operations, the seafarers who have endured months on board facing the threat of attack have been experiencing significant mental strain.

Marine insurance cover has been available throughout the conflict, albeit at increased hull and cargo premiums. However, the more important issue for shipowners is the risk to the crew and the vessel when transiting a conflict zone. “The events in the Middle East have been more impactful than many would have expected. The closure of the Strait of Hormuz sets a dangerous precedent and raises questions around the long-term future of this and other critical chokepoints. What is becoming clear is that we must pay a price for uncertainty, shifting from ‘just-in-time’ to ‘just-in-case’ supply chains, and prioritizing resilience over cost efficiency,” said Captain Rahul Khanna, Global Head of Marine Risk Consulting at Allianz Commercial.

In addition to geopolitical uncertainty, the review highlights that traditional risks for the shipping industry remain a major concern, although the numbers of total vessel losses and incidents have continued to decline in recent years. Machinery damage or failure and fires are among the main drivers of vessel losses, leading to significant economic and insured impacts. Around the world, the number of reported shipping incidents on vessels over 100GT declined over the past year by around 16% (2,818 in 2025 compared to 3,353 in 2024).

The review’s latest analysis shows that there have been more than 900 total losses reported over the past decade (905 vessels over 100GT). Between 2016 and the end of 2020, there were 555, an average of 111 per year. This number declined to 350 between 2021 and the end of 2025, an average of 70 per year (37% down on the previous five-year period), reflecting the positive effects of increased safety measures over time, such as regulation, improved ship design and technology and risk management advances. Forty-three total losses for 2025 have been reported to date, with more than 30 of these vessels over 500GT in size.

Fires on large vessels, including container ships and car carriers, remain a concern. There were more than 200 incidents on large vessels reported during 2025, down from 2024, but still the second highest total over the past decade, with at least nine total losses from fire reported. The increasing size of vessels is also driving a trend for a rise in general average claims, where the shipowner and cargo interests share losses or expenditure to save the whole venture in an emergency. Such claims are typically complex and large. Contributions to cover losses can be as high as 50% of the cargo value, which if a vessel is carrying a few thousand electric cars, for example, could easily be over US\$100 million.

Download the review here: [Allianz Safety and Shipping Review 2026](#)

Container losses increase but still only fraction of global trade

In 2025, an estimated 1,478 containers were lost at sea, from about 280 million transported (around 0.0005% of global container movements). While this represents an increase from 576 containers lost in 2024 and is above the recent three-year average, it remains within the range of historical variation and continues to reflect a very small proportion of overall containerised trade.



The World Shipping Council (WSC) *Containers Lost at Sea Report 2026* comes after new international reporting rules came into effect on 1 January 2026. Amendments to the International Convention for the Safety of Life at Sea (SOLAS) now require all containers lost or observed drifting at sea to be reported, while flag states must also report annual container losses to the International Maritime Organization.

Source: [Indian Coast Guard](#)

The WSC, which has advocated for mandatory reporting for years, said the new rules should improve global data quality and maritime safety. Other industry efforts include updates to the Code of Practice for Packing of Cargo Transport Units (CTU Code), recommendations from the TopTier Joint Industry Project on preventing container losses, and new International Maritime Dangerous Goods (IMDG) code requirements, where all charcoal shipments are to be treated as dangerous goods.

Key findings from the 2026 report:

- 1,478 containers were lost at sea in 2025, from 280 million transported (0.0005%)
- 128 containers were recovered, the highest recovery figure recorded to date
- Losses were driven by one major incident where 640 containers were lost.
- Extreme weather events and fire remain the leading causes of container loss.

A notable feature of 2025 was the concentration of losses in a small number of incidents. One major incident alone accounted for 640 containers lost (the *MSC Elsa 3* foundering off the coast of Kerala India, fortunately with no loss of life), or approximately 43% of the annual total. This underscores the continued influence of isolated, large-scale events in shaping yearly outcomes. Encouragingly, 128 containers were reported as recovered, reflecting improved response coordination and collaboration following incidents. The long-term trend continues to show that container losses remain a very small fraction of total global container movements. While year-to-year figures fluctuate, often driven by extreme weather and isolated events, the overall trajectory remains stable and significantly below earlier peak years.

The report can be found here: [Containers Lost at Sea Report](#)

Containers fall off vessel onto bunker barge

Authorities in the Port of Antwerp are trying to determine what caused four containers to fall off a vessel that was being serviced and land on a bunker vessel that was alongside. Luckily, no one was injured in the



incident, which happened recently at the busy container terminal. The *COSCO Hope*, a 13,100 TEU vessel built in 2012 and owned by Seaspan, was docked at the DP World Terminal in the Deurganckdok section of the port. The vessel was loading and unloading containers when, without warning, a stack of four boxes still tied together toppled off the vessel. They fell and landed on the bunker vessel *Mati*, which was alongside to fuel the containership.

Source: [WorldCargo News](#)

The boxes landed on the deck of the bunker vessel, and reports said it sustained significant damage. There was also a small fuel leak from the bunker vessel. Registered in Germany, *Mati* is a 110-metre self-propelled bunker vessel. The four boxes remained tied together, although the top two boxes in the stack were damaged in the fall. Authorities reported the terminal was able to continue operations while they recovered from the incident. The boxes were removed and the bunker vessel repositioned.

Sad statistic on the “Day of the Seafarer”

The international “Day of the Seafarer” was celebrated on 26 June, but unfortunately seafarer abandonment continues to rise. Seafarer abandonment hit record levels in 2025, according to new data compiled by the International Transport Workers’ Federation (ITF), with 6,223 seafarers abandoned across 410 ships. ITF data show spiralling ship and seafarer abandonment at worst-ever levels. Indian seafarers are the worst affected, with more than 1,000 abandoned out of the total of over 6,000 abandoned seafarers in 2025. Filipino seafarers were the second worst affected, with 539 abandoned, followed by Syrians with 309 abandoned.

Seafarer abandonment is in crisis, with the data marking the sixth year in a row that the number of vessels on which abandonments occurred has broken records and the fourth year in a row that the total number of seafarers abandoned has broken records. The numbers represent a 31% increase in ship abandonments compared to 2024, and a 32% increase in seafarer abandonment. “It’s nothing short of a disgrace that, yet again, we are seeing record numbers of seafarers abandoned by unscrupulous ship owners,” said David Heindel, Chair of the ITF Seafarers’ Section. “Every day, all around the world, seafarers face horrific violations of their human and labour rights, all so that bottom-feeding companies can make a quick buck at their expense. It’s very clear that this is a systemic issue in the industry – and that means we need the entire industry to come together with seafarers and their unions to say, ‘enough is enough’, and take action together to end this crisis.”

The worst region for abandonment was the Middle East, followed by Europe. The two countries where most ship abandonments took place (the countries with the highest number of vessels on which abandonments occurred) were Türkiye (61) and the United Arab Emirates (54), significantly higher abandonments than any other country.

Another management change at ANL/CMA CGM

ANL is to have its third managing director in less than three months after Esra Bora, appointed to replace Shane Walden last month, returned to Türkiye for personal reasons. Ms Bora officially took up the post of

managing director of ANL Container Line Pty Ltd and general manager of CMA CGM Oceania agencies, based in Melbourne, on 1 June after transferring from her previous post as general manager, CMA CGM China. Ms Neusa Marcelino, currently the general manager of CMA CGM Brazil and managing director of the East Coast South America Cluster will be taking over the role on 1 August.

Since joining the Group more than eleven years ago Ms Marcelino has successfully held leadership positions across multiple geographies including Mozambique, South Africa and South America.

Invalid Notice of Readiness and the commencement of laytime

In a recent decision of the English High Court, *Trans Trade Rk SA v Sebat Shipping and Trading Company* [2026] EWHC 950 (Comm), the Court confirmed that an invalid Notice of Readiness (NOR) when tendered, will generally not trigger the commencement of laytime, and the commencement of cargo operations is not typically sufficient, alone, to trigger laytime. The dispute concerned a voyage charterparty concluded in April 2022 for the carriage of Ukrainian barley from Constanta, Romania to Brake, Germany onboard the *MV Sebat*.

At the discharge port, the master of the vessel tendered NOR on arrival at the pilot station, but the vessel did not anchor until about an hour later. Relevantly, no subsequent NOR was tendered. The vessel berthed and the hatches were opened in preparation for discharge. However, testing for gas showed that phosphine levels greatly exceeded those permitted for discharge at Brake, and the vessel was ordered to leave the berth and to return to the anchorage. The vessel berthed again 13 days later and discharge was completed. The owners then commenced arbitration seeking demurrage.

The tribunal at first instance found that the vessel tendered the NOR before dropping anchor, the effect being that the vessel was not at that time an arrived ship and accordingly the NOR was invalid. The tribunal's view was that in the absence of a valid NOR the trigger for laytime to start to run was the commencement of cargo operations. On that basis, the tribunal held that laytime commenced when the hatches were opened and discharge commenced. The charterers appealed the tribunal's decision on the basis that the tribunal had erred in law in holding that laytime had commenced on discharge, notwithstanding the invalid NOR.

The High Court found that the tribunal had been "obviously wrong". The Court confirmed that a valid NOR is a precondition for the commencement of laytime and in the absence of a valid NOR, laytime will only commence if:

- a) the parties have agreed that it should
- b) the charterer has waived the defect, or
- c) the charterer is estopped from relying on the invalidity.

Crucially, the Court rejected the argument that there exists a broader doctrine of "deemed waiver" whereby laytime automatically starts when cargo operations commence, even if the NOR is invalid. The Court clarified the proper scope of the 2002 decision, *The Happy Day*, emphasising that it does not establish any general rule that cargo operations, such as loading or discharging cargo, can substitute for a valid NOR.

The Court explained that *The Happy Day* turned on its specific facts, particularly whether the charterers:

- were aware of the invalidity of the NOR
- understood the relevant factual circumstances, and
- made a conscious decision not to rely on the defect.

Absent these elements, no waiver could be inferred. The judgment confirms that the threshold for displacing the requirement for a valid NOR remains high and reinforces a strict and formal approach to NOR requirements. For shipowners, the decision acts as a warning to ensure strict compliance when issuing

NORs and, if in doubt, shipowners should continue to tender new NORs without prejudice to any previous NOR on arrival at a load or discharge port. This practice increases the likelihood that a subsequent valid NOR will cure an earlier invalid NOR. On the other hand, charterers should ensure that in circumstances where a NOR is invalid, it should be rejected clearly and early to avoid any unintended waiver of legal rights.

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



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New cranes for Hutchison Ports Sydney

Two new quay cranes (built by Shanghai Zhenhua Heavy Industries Co) arrived at the Hutchison Ports terminal in Port Botany recently. They have an outreach of 79 metres, a significant upgrade from the previous 55-metre outreach.

This enhancement is designed to future-proof operations at the Port Botany container terminal, allowing operators to clear 23 shipping containers across a ship's beam and stack more than nine-high containers on deck.



Image: Hutchison Ports Sydney

According to Hutchison, these cranes will be able to service “container ships of the future” with a capacity of more than 15,000 TEU.

TasPorts to extend Captain Gray's contract

Captain Allan Gray, who is currently TasPorts acting CEO will have his contract extended until 1 December 2027. TasPorts Chair Greg McCann said the Board was pleased to retain a leader of Captain Gray's calibre. "Captain Gray was initially appointed to provide leadership continuity while the board undertook a comprehensive and competitive recruitment process for the permanent CEO role," Mr McCann said. "Following completion of that process, and based on Captain Gray's performance leading the organisation, the board determined that retaining him provides the strongest outcome and is in the best interests of TasPorts."

New director of Freight Victoria announced

Andrew Newman has been announced as the new executive director of Freight Victoria, filling a role that has been vacant since Praveen Reddy left the role earlier this year. Mr Newman has more than 20 years' experience across freight, ports, logistics and Victorian government transport policy. He was previously director, policy and strategy within Freight Victoria.

AIMS online symposium in July 2027

The Australian Institute of Marine Surveyors (AIMS) will be hosting an online research symposium on 19 to 22 July 2027. Do you have research, experience or a practical case study that could help shape discussion across the marine surveying profession? AIMS is inviting professionals, practitioners, researchers and industry leaders to submit research papers and case studies for our upcoming symposium and contribute to a rich exchange of ideas, insights, and professional knowledge.

This inaugural symposium is a valuable opportunity to highlight innovation, practical lessons, emerging trends, technical developments, and real-world experience with an audience committed to excellence and the future of the profession.

Submissions are welcomed on topics including technical developments, industry challenges, innovation, leadership, best practice, lessons learned, and the issues shaping the sector now and into the future. Presenting at the symposium is an opportunity to inform discussion, share valuable knowledge, celebrate professional expertise, and contribute to the continued growth and credibility of the marine surveying profession.

If you have research, experience, or insights worth sharing, we encourage you to submit your paper or case study and be part of this important conversation.

Call for papers and case studies found here: <https://aimsurveyors.com.au/wp-content/uploads/2026/06/Call-for-Papers-and-Case-Studies.pdf>

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 been holding monthly extraordinary meetings to discuss the latest developments. Please contact Peter van Duyn if you would like more details of these meetings.

BMSB webinar

The Biosecurity Business Pledge Australia is designed to strengthen Australia's biosecurity by supporting businesses to proactively prevent the entry and spread of pests, weeds and diseases. By taking the pledge, businesses can embed practical biosecurity measures into day-to-day operations, helping to reduce risk, protect business continuity and build resilience across the supply chain. Participation in the pledge is free and provides access to guidance and resources to support effective biosecurity risk management. Importantly, it also allows businesses to demonstrate a visible commitment to biosecurity to customers, suppliers and other stakeholders.

As part of this initiative, members are invited to attend a webinar titled "The Brown Marmorated Stink Bug: keeping Australia free of BMSB", to be held on Thursday 23 July from 2:00pm to 2:45pm AEST. The session will feature Caryn Scott, Director, Hitchhiker and Non-First Ports Cargo Policy Team at DAFF, and will provide key insights from the 2025-26 BMSB risk season.

[Click here to register](#)

ICHCA Contacts

ICHCA Australia Chairman

Scott McKay
Mobile: 0411 042 130
Email: scott@flywheeladvisory.com.au

Company Secretary

Peter van Duyn
492 George St, Fitzroy VIC 3065
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

State co-ordinators

New South Wales

Marcus John
Mobile: 0413 486421
Email: marcus.John@thomasmiller.com

South Australia

Richard Brine
Mobile: 0488 096 499
Email: Richard.Brine@fphgroup.com.au

Victoria

Peter van Duyn
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

Queensland

Tim Polson
Mobile: 0427 426 910
Email: tpolson@nmtprojects.com

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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.