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.**

Inside this issue

ICHCA Australia at Megatrans 2026

ICHCA Australia will be at Megatrans 2026 on 16 & 17 September at Melbourne Convention and Exhibition Centre. Come and see us at Stand J44 to hear the latest on safety in cargo handling.

Representatives from two members of ICHCA Australia – TT Club and HFW – will be speaking at the event.

More details can be found at: **Home - MegaTrans**

ICHCA Australia Queensland event

ICHCA Queensland recently organised an exclusive tour of Patrick Terminals AutoStrad facility at the Port of Brisbane, followed by lunch. A great time was had by all.

A big thank you to Patrick Terminals, the Port of Brisbane Pty Ltd and Brisbane Terminal Manager Matt Hollamby.

Patrick Terminals is a member of ICHCA Australia

Save the date – Melbourne industry luncheon on 28 October

Put **Wednesday 28 October** in your diary for the next Melbourne industry luncheon. Simon Ormsby, CCO of National Intermodal Corporation, will be speaking at the RACV Melbourne City Club about the latest developments at the Beveridge Precinct.

Further details of the lunch and how to book tickets will be coming soon.

TT Club Innovation in Safety Award

ICHCA International is pleased to announce that the **TT Club Innovation in Safety Awards** are now open for entries.

Full details can be found here: **https://ichca.com/entering-the-tt-club-innovation-in-safety-award**

Ukraine and the Black Sea – Maritime insecurity and the disruption of global trade

For much of 2024 and 2025, Ukraine's Black Sea export corridor remained remarkably resilient despite the continuing conflict. Recent increased attacks on commercial vessels, port infrastructure and grain terminals have, however, again demonstrated how quickly maritime insecurity can disrupt global trade.

For cargo owners, terminal operators, carriers and logistics providers the implications extend far beyond Ukraine. The Black Sea is one of the world's most important gateways for grain, vegetable oils, fertilisers, steel, crude oil and other commodities. Disruption in the region can quickly affect freight rates, insurance costs, commodity prices and supply-chain reliability across Europe, Africa, the Middle East and Asia.

Ukraine and Russia remain significant agricultural exporters, with large volumes of wheat, corn, barley and sunflower products traditionally shipped through Black Sea ports. Many countries in North Africa, the Middle East and Asia continue to depend on these supplies.

Although rail, road and Danube river routes have expanded since 2022, the deep-sea ports around Odesa remain essential for high-volume exports. The EU's "Solidarity Lanes" have helped sustain trade flows, but they cannot fully replace the capacity and efficiency of Black Sea shipping.

Recent months have brought a marked escalation in attacks on commercial vessels, ports and export infrastructure. Drone and missile strikes have disrupted grain and oil shipments and created a renewed chokepoint for global trade. According to Ukrainian authorities, in July 2026 alone Ukraine recorded 35 attacks on vessels in port, 22 attacks on vessels at sea and 67 strikes on port facilities. The effects are already being felt across commodity markets. Grain exports have been disrupted, while shipowners are becoming increasingly cautious about operating in higher-risk areas of the Black Sea.

One of the most immediate consequences has been a sharp rise in war-risk insurance premiums. As underwriters reassess the risks associated with Black Sea voyages, insurance and freight costs have increased substantially. For some voyages, reported premiums have doubled or reached as much as 2% of a vessel's value, with the usual costs being around 0.15%.

These additional costs ultimately pass through the supply chain. Higher premiums, vessel diversions, delays and reduced shipping capacity increase landed costs and make delivery schedules less certain. According to Sea-Intelligence's analysis, schedule reliability fell sharply by 6.1% month-on-month in July, to 56.4%. This was the lowest level recorded in 2026 and the lowest since February 2025.

As maritime risks intensify, exporters are again turning to rail corridors into Europe, Danube River terminals and road networks. These alternatives are increasingly important but generally offer less capacity at a higher cost than traditional Black Sea routes.

It is relevant to note that alternative routes do not provide a complete substitute. Capacity constraints, border delays and infrastructure limitations can all create bottlenecks. Greater resilience therefore often comes at the expense of cost and efficiency.

For cargo interests, the disruption highlights several practical priorities:

- Supply chains should avoid excessive reliance on a single export corridor.
- Insurance arrangements should be regularly reviewed for conflict-zone exposure.
- Alternative transport routes should be identified before disruption occurs.
- Contractual provisions should clearly allocate delay and force majeure risks.
- Real-time visibility of cargo movements is becoming increasingly valuable.

The events in Ukraine and the Black Sea reinforce a broader reality that geopolitical risk is now a central supply-chain concern, not simply a peripheral one. Developments around the world can rapidly affect freight availability, commodity prices and business continuity. Renewed disruption in the Black Sea shows how quickly maritime insecurity can reverberate through global trade. Ukraine and its trading partners have adapted impressively since 2022, but continued and increasing attacks on ports, terminals and commercial vessels continue to expose the fragility of critical logistics corridors.

For the cargo-handling and logistics industry, the message is clear: resilience, diversification and contingency planning are no longer optional. They are essential to managing supply chains in an increasingly volatile operating environment.

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

Flinders Ports commences construction of Intermodal Precinct

Flinders Port Holdings (FPH) is proud to mark the commencement of construction on the new $50 million Outer Harbor Intermodal Precinct, a major investment in South Australia's logistics capability and trade infrastructure. This major investment by FPH will strengthen South Australia's logistics capability and trade infrastructure.

Located adjacent to the Flinders Adelaide Container Terminal (FACT), the new precinct will be delivered in three stages, integrating storage, packing and rail interfaces to create a more efficient containerised supply chain. The precinct will be supported by a dedicated FACT-operated interchange, providing seamless connections between the terminal and on-site operations.

Building on more than $300 million invested by FPH in recent years, the project will further strengthen Adelaide's role as a competitive gateway for trade, supporting the more than $22 billion in trade that moves through FPH South Australian facilities each year. Construction of the first warehouse by CIP Constructions is now underway as the first stage of the precinct's development.

Flinders Port Holdings is a member of ICHCA Australia

Industry giant dies

German investor Klaus-Michael Kuehne, the controlling shareholder of Swiss logistics group Kuehne + Nagel, died recently aged 89. Kuehne, the grandson of company co-founder August Kuehne, also held major stakes in German groups Lufthansa Hapag-Lloyd and chemicals trade group Brenntag as well as bus and train services operator Flix.

A dominant figure in global shipping and logistics, Kuehne transformed Kuehne + Nagel from a family freight forwarder into one of the world's largest logistics groups and amassed a fortune that made him one of Germany's richest investors. He became CEO of Kuehne and Nagel in 1975 and was the chairman of its board of directors between 1992 and 2011.

Macquarie Asset Management completes takeover

Macquarie Asset Management (MAM), together with its managed funds and co-investors including UniSuper and Pontegadea, recently completed their investment in Qube Holdings via a scheme of arrangement, valuing Qube in the order of $A11.7 billion. Qube has an extensive asset footprint across Australia, New Zealand and Southeast Asia.

Qube Managing Director Paul Digney said the deal marked “an exciting new chapter in the growth and evolution of Qube and it underscores the strength of the business, the strong position we have established and the quality of our assets, people and safety culture”.

New managing director at ANL

Neusa Marcelino recently commenced her new role as managing director of ANL Container Line Pty Ltd and general manager of CMA CGM Oceania Agencies, after Esra Bora, the previous managing director, returned to Turkey for personal reasons. Ms Marcelino will oversee the group's activities across Oceania while leading the strategy, operations and continued development of ANL Container Line, “reinforcing CMA CGM's commitment to delivering high-quality services and long-term growth across this strategic region”.

Her previous role was general manager of CMA CGM Brazil and managing director of the East Coast South America Cluster. Since joining the CMA CGM Group more than eleven years ago, she has held several leadership positions across Southern Africa and South America, gaining extensive experience in commercial management, operational excellence and customer development.

ACFS Port Logistics continues to operate whilst under administration

ACFS Port Logistics was recently placed in external administration. This follows several applications to wind up the business, including by the Australian Taxation Office. The business continues to operate and there have been no reported disruptions due to the administration process. New accounts for some supplier partners were established on the first working day after entering administration, on 7 August.

The administrator recently announced its application to the court to extend the typical five-week administration process stating that ACFS Port Logistics Australia is a large and complicated business, and more time is required to complete a thorough process.

Owners of the business, the Tzaneros family, are in the process of finding investors willing to recapitalise the business to keep it operating. According to the administrator, there has been great interest in buying the business, or parts thereof.

New leadership at the IFCBAA

The International Forwarders and Customs Brokers Association of Australia (IFCBAA) recently announced that Simone Peacock will take over the role of CEO after the retirement of Scott Carson. Ms Peacock brings extensive international trade and fintech supply chain experience to the role, having previously served as the Asia-Pacific Sales Director for PayCargo. Ms Peacock, who is based in Melbourne, starts her new role on 1 September.

Federal Government releases MERNAP

Australia's Maritime Emissions Reduction National Action Plan (MERNAP), published by the Australian government's Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, is part of the country's broader strategy to achieve net zero emissions by 2050.

The MERNAP outlines approaches to decarbonising Australia's domestic maritime sector, contributing to the decarbonisation of international shipping and supporting the growth of Australia's low- and zero-carbon energy exports. MERNAP has been developed through extensive consultation with energy and maritime stakeholders. It is built on a comprehensive body of knowledge – encompassing the emissions profile of the maritime sector, low carbon fuels and technologies, and relevant government initiatives.

Findings from the consultations included:

- The maritime sector is diverse and distributed. The country must ensure equitable access to low-emission technologies and infrastructure across different regions and vessel types.
- Australia is in a unique position in the Indo-Pacific region and has the potential to be a leader in both green energy exports and maritime decarbonisation.
- Actions taken now will support Australia's continued trade competitiveness.
- An orderly transition now will cost less than a late, hurried change to meet the country's legislated commitments to emissions reductions.
- Active participation in global initiatives is an accelerator for Australia's own maritime decarbonisation. It helps promote Australia's interests in the development of international standards and creates benefits from collaboration.
- Upskilling and reskilling the maritime workforce are essential for the safe management of new fuels and technologies. An appropriately trained and skilled workforce will ensure the sector can meet the technical and operational demands of the transition.
- The energy-port-shipping nexus is the core of a holistic approach to maritime decarbonisation. Advancements in one area support and enhance progress in others.

The MERNAP responds to these findings along the themes of the energy-port-shipping nexus, domestic commercial vessels, and skills and training, with seven areas for government action.

For more details, the MERNAP can be found on the department's website:
https://www.infrastructure.gov.au/infrastructure-transport-vehicles/maritime/protection-marine-environment/mernap

Hybrid diesel electric vessel starts shuttling limestone

A battery-powered self-unloading bulk carrier has recently begun operation in South Australia using Wärtsilä's hybrid-electric propulsion system and an AYK Energy 6,758 kWh battery system. The *MV Yampu*, a diesel-electric self-loading 11, 000 deadweight tonnage limestone carrier has started transporting limestone from construction materials company Adbri's quarry on South Australia's Yorke Peninsula to CSL Australia's Birkenhead cement manufacturing plant in Adelaide.

MV Yampu was built in China for CSL Australia under a contract held by Finland's technology group Wärtsilä, and forms part of the vessel's hybrid diesel-electric power system. Approximately half of the ship's energy demand comes from shore power and onboard storage, with the system's design allowing for an upgrade to 100% electric operations in the future. The name Yampu was chosen through an Adbri-wide employee process and comes from the Narungga and Kaurna languages of South Australia, referring to dolphins.

Shane Walden joins AGS

Former ANL managing director Shane Walden has joined wholesale forwarder AGS World Transport as chief executive officer. Mr Walden resigned from his position as managing director of ANL Container Line and CMA CGM Group Agencies Oceania while visiting CMA CGM headquarters in Marseille in May.

Mr Walden joined ANL after completing his degree at Monash University in 1999 and since then has progressed through various positions: regional manager Asia (Hong Kong) 2006-2010; commercial manager, Southeast Asia, 2010-2012 (Melbourne); commercial manager, North & East Asia, 2012-2014 (Melbourne); general manager commercial, East-West trades, 2014-2019 (Melbourne); deputy MD, 2018-2020; and MD from 2020, following the recall of Xavier Eiglier to France.

Longshore worker dies at the Port of Baltimore

A longshore worker died recently following a cargo-handling accident at the Port of Baltimore's Dundalk Marine Terminal. Officers from the Maryland Transportation Authority (MDTA) Police Port of Baltimore Detachment responded to reports of an injured person at the terminal. According to the MDTA Police, responding officers found a male worker who had been struck by a piece of equipment during cargo-handling operations. Officers initiated life-saving measures before the victim was transported to a local hospital, where he was pronounced dead. MDTA Police said the investigation remains active and ongoing.

In a statement, Maryland Port Administration Executive Director Jonathan Daniels confirmed the deceased was a member of the International Longshoremen's Association (ILA). The authorities have not disclosed the operational circumstances surrounding the accident or identified the type of equipment involved. Dundalk Marine Terminal is the Port of Baltimore's largest and most versatile cargo terminal, handling containers, Ro-Ro cargo, breakbulk and heavy-lift shipments.

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 next meeting will be held on 2 September. Please contact Peter van Duyn if you would like more details of these meetings.

The communiqué and minutes are published on the department's website: **Department of Agriculture, Fisheries and Forestry Cargo Consultative Committee - DAFF**

BMSB season has commenced

Brown Marmorated Stink Bug (BMSB) seasonal measures will apply to targeted goods manufactured in or shipped from target risk countries, that have been shipped between 1 September 2026 and 30 April 2027 (inclusive), and to vessels that berth, load, or tranship from target risk countries within the same period.

Note: The shipped-on-board date, as indicated on the Ocean Bill of Lading, is the date used to determine when goods have been shipped. “Gate in” dates and times will not be accepted to determine when goods are shipped. The department reviews the measures throughout the season and may make necessary adjustments based on detections of BMSB and changes in the risk pathways.

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Our contact with you

If you do not wish to receive further copies of this newsletter, please advise peter.van-duyn@ichca.com and the distribution will be cancelled. If you wish to have it sent to other people in your organisation or contacts in the cargo handling industry, please advise us.

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.