

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 SA industry luncheon on 21 October 2
ICHCA VIC industry luncheon on 28 October 2
Hutchison Ports commissions two new container cranes 2
CMA CGM Pointe Noire hits quay crane 3
DP World appoints new APAC head 3
US Trade Representative delays China ban 4
MSC Victorine suffers hull damage 4
Changes at the ASCLA 5
Closed spaces incidents exposed 5
Wanted: marine surveying research, case studies and industry insight 6
Updates from the Department of Agriculture, Fisheries and Forestry 7
ICHCA Contacts 8

ICHCA SA industry luncheon on 21 October

ICHCA South Australia recently held a successful industry event at the Lakes Resort Hotel in Adelaide, attended by more than 50 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 speaker, the Honourable Joe Szakacs, MP, South Australia Minister for Infrastructure and Transport, gave a detailed overview of the latest developments in the SA government's plans for infrastructure and transport. After an opportunity for questions, Scott thanked the minister for his insightful presentation and guests enjoyed a two-course lunch with plenty of opportunity for networking whilst enjoying the surrounds of the Lakes Resort Hotel.

The event was proudly sponsored by TRG transport solutions

ICHCA VIC industry luncheon on 28 October

ICHCA Victoria held a successful industry event on 28 October at the RACV Melbourne City Club, which was well attended by 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.



Simon Ormsby, CCO of National Intermodal Corporation (NIC), gave a comprehensive overview of the latest developments at the Beveridge Precinct. The NIC, a government-owned business enterprise, also owns Moorebank Intermodal Terminal, a very successful intermodal operation in Sydney. The Beveridge terminal is looking to emulate this concept; however, it will be more focussed on domestic containerised freight using the Inland Rail network. The site has 400ha available for warehousing adjacent to the rail terminal.

Simon answered questions and guests enjoyed a two-course lunch with plenty of opportunity for networking.

Hutchison Ports commissions two new container cranes

Hutchison Ports Australia recently commissioned two new container cranes for their Sydney operations. The cranes weigh a little over 1,800 tonnes and were custom-built by Shanghai Zhenhua Heavy Industries Co (ZPMC). According to Hutchison Ports Australia they are the most advanced cranes available on the market.

The cranes have an outreach of 69 to 79 metres, a lift height of 47 metres, and structural integration using a gooseneck boom design to comply with Sydney Airport's Obstacle Limitation Surface height restrictions (under 78 metres maximum height). The cranes can service 15,000 TEU vessels, which have a beam of 23 containers wide and up to 10 containers high on deck.

CMA CGM Pointe Noire hits quay crane

The 272-metre Malta-flagged *CMA CGM Pointe Noire* recently struck the boom of a container crane parked alongside the quay for maintenance at a port in Italy. It happened while the ship was manoeuvring in the turning basin at Terminal Darsena Toscana (TDT) with the assistance of two tugboats. The impact knocked the crane off its rails, leaving it tilted towards the water. As per initial reports, the ship sustained only minor damage and no injuries were reported.



Image: TDT

The damaged crane's removal is expected to happen soon, but its restoration could take several months, according to reports. The collision has reduced the number of cranes available for container handling at the terminal, although the extent of any resulting cargo delays has not been specified.

The damaged unit is one of six similar Paceco cranes at TDT. Only two were usable immediately after the collision, affecting the terminal's available container-handling capacity. The Port Authority is investigating how the collision happened and who was responsible. The Coast Guard is also examining the ship's manoeuvres.

DP World appoints new APAC head

DP World recently announced the appointment of Jason Varsamidis as Chief Executive Officer and Managing Director of DP World Asia Pacific, effective immediately. Jason will lead DP World Asia Pacific's portfolio of ports and terminals and logistics businesses across 22 geographies, with more than 12,000 employees. He brings close to three decades of experience with DP World and the then P&O Ports, which he joined in 1997.

Jason served as Chief Financial Officer of DP World Asia Pacific from 2020 to his current appointment. He played a central role in shaping the region's strategy, investment agenda and business performance. Before that, he was Chief Financial Officer of DP World Australia for seven years. Across his career, he has overseen mergers and acquisitions, infrastructure projects and business turnaround programmes. DP World Asia Pacific will announce arrangements for the Chief Financial Officer role separately.



US Trade Representative delays China ban

The US Trade Representative (USTR) had suspended a fee targeting China's maritime, logistics and shipping sectors for one year, through to 9 November 2026, as part of a US-China trade deal. A further delay is now proposed, to extend the suspension through to 9 January 2027.

"The United States is continuing to engage with China with the goal of obtaining the elimination of the acts, policies, and practices at issue in the investigation. The Trade Representative is therefore proposing to further suspend for two months, through January 9, 2027, the responsive actions taken in this investigation," said the public inspection document.

The proposed delay follows a meeting between US President Donald Trump and Chinese President Xi Jinping in September. The two leaders are expected to meet again in November. The suspended port fees include a fee on vessels owned or operated by Chinese entities and a separate fee on Chinese-built vessels. The initial rates were US$50/net ton per voyage for Chinese-owned or operated vessels and US$18/net-ton or US$120 per container discharged for Chinese-built vessels.

The revised fees are less stringent than USTR's initial proposal, which would have charged up to $1.5 million per entrance of Chinese-built vessels. When first announced in early 2025, the fee proposal caused alarm in the US coal industry, which relies on exports amid declining domestic consumption and has few alternatives to Chinese-built ships.

The National Coal Council has recommended that the Trump administration make the suspension of the port fees permanent, according to a July 2026 report on US coal exports. The maritime actions would raise costs for transportation, reduce vessel availability and undermine the competitiveness of US coal exports, the council said.

MSC Victorine suffers hull damage

An MSC containership recently suffered a 10-metre hull tear after being struck by a TUI Cruises vessel during a departure manoeuvre at Germany's Bremerhaven port in stormy conditions. The 16,520 TEU *MSC Victorine,* a 2023-built, Liberian-flagged vessel, was berthed at the container terminal when the cruise vessel *Mein Schiff 3* collided with its stern. The incident occurred shortly after the cruise ship departed the Columbuskaje Cruise Terminal with tug assistance. Strong winds associated with storm Manja were affecting Germany's North Sea coast at the time.



Image: Screenshot, X

According to German media reports, the collision tore a roughly 10-metre section of the MSC vessel's hull above the waterline, with damage also reported to containers and deck structures. Bremen's port authorities confirmed there had been no water ingress. The impact also damaged several lifeboats and their launching equipment aboard *Mein Schiff 3*, while two assisting tugs were reportedly damaged during the manoeuvre.

Bremen police said the cruise ship had struck two containerships, although TUI Cruises maintained that only one vessel was involved. The smaller *MSC Anne F* was also berthed nearby, but its involvement in the incident remains unclear.

The cruise ship, carrying 2,428 passengers and 922 crew, returned to the Columbuskaje Cruise Terminal with tug assistance for damage inspections. No injuries were reported. The Bremen Water Police have launched an investigation into the collision. The exact cause and full extent of the damage are yet to be established.

Changes at the ASCLA

Steven Ballerini has quite as CEO of the Australian Supply Chain and Logistics Association (ASCLA). The decision has been attributed to family commitments and the increasing demands of the role. Mr Ballerini was appointed as ASCLA's inaugural CEO a year ago.

Rakesh Bandipelli will be replacing him and is said to bring almost a decade of experience with ASCLA to the role as well as an extensive background in supply chain and technology. His longstanding relationships with members, volunteers and division presidents are expected to be an asset. ASCLA' chair Stephen Lakey welcomed the announcement and said it boded well for the future of ASCLA.

Closed spaces incidents exposed

A new survey of more than 900 seafarers has exposed a persistent gap between safety procedures and the realities of working aboard ships, prompting renewed calls for action to prevent deaths in enclosed spaces.



Ship management association InterManager says it has recorded 354 enclosed space accidents between 1996 and 2026, involving tankers, bulk carriers, containerships, passenger vessels and other ship types. Despite decades of safety campaigns, training requirements and regulatory attention, the association says many of the same problems continue to put seafarers at risk.

Image: courtesy InterManager

The latest survey found that crews often struggle with overly complicated procedures, insufficient time and manpower, commercial pressure and inadequate practical training. Respondents also raised concerns that inspections sometimes place more emphasis on paperwork than whether safety measures are effective onboard.

"Enclosed spaces have been killing seafarers for decades," said Captain Kuba Szymanski, InterManager's secretary general. "The industry does not need more paperwork for the sake of paperwork; it needs practical measures that work onboard. If a procedure cannot realistically be completed with the time, people and equipment available, then we need to question the system, not blame the seafarer."

InterManager says the findings point to a need for regular, practical training rather than relying on exercises completed early in a seafarer's career. Crews should also have a greater say in developing the procedures and systems they are expected to follow. The association is calling for more frequent drills, refresher training, reliable gas detection equipment and effective rescue arrangements. It also sees opportunities to reduce risks through wearable gas monitors, digital entry permits, hands-free communications and remotely operated inspection equipment. Ship design is another concern. InterManager says better equipment placement, improved coatings and more durable piping could reduce the need for crews to enter potentially dangerous spaces in the first place.

The findings come as the International Maritime Organization (IMO) works to strengthen seafarer safety standards. In June 2025, the IMO adopted revised recommendations for entering enclosed spaces, addressing hazard identification, risk assessments and safe entry procedures. The organization is also conducting a broader review of the STCW Convention, with enclosed space training among the issues under consideration.

InterManager also criticized poor accident reporting and limited information sharing across the industry. The association warned that delayed or incomplete investigations make it harder for operators to learn from previous incidents and prevent similar accidents. “We already know many of the factors behind these accidents. What is missing is consistent action,” Szymanski said. “The priority now must be simpler procedures, better training, stronger leadership, improved ship design and far greater sharing of accident data. Enclosed space deaths are not inevitable,” Szymanski said. “The industry has the knowledge to prevent them so why isn’t it doing it already?”

Wanted: marine surveying research, case studies and industry insight

Great professional communities are built through shared knowledge, collaboration, and the generous support of organisations that believe in strengthening the future of the industry. Do you have research, experience, or a practical case study that could help shape discussion across the marine surveying profession? The Australasian Institute of Marine Surveyors (AIMS) is inviting professionals, practitioners, researchers, and industry leaders to submit research papers and case studies for our upcoming symposium to contribute to a rich exchange of ideas, insights, and professional knowledge.



The inaugural symposium to be held online on **19-22 July 2027**, 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. AIMS is proud to be partnering with the Pharos Institute for Strategic Leadership to deliver this important online event, supported by our valued sponsors, Austbrokers Countrywide and Alliance Marine Surveyors. Sponsorship opportunities are also available for organisations that would like to be part of this inaugural event, demonstrate their support for the marine surveying profession, and connect with an engaged audience of industry professionals, practitioners, researchers, and leaders.

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, you are encouraged to submit your paper or case study and be part of this important conversation. If you have any questions, please contact Dr Eric Perez, AIMS CEO at **gm@aimsurveyors.com.au**.

Call for Papers and Case Studies: **https://aimsurveyors.com.au/wp-content/uploads/2026/06/Call-for-Papers-and-Case-Studies.pdf**

Submission Form: **https://form.jotform.com/261469200221042**

Submission Format: **https://aimsurveyors.com.au/wp-content/uploads/2026/06/Format.pdf**

Program: **https://aimsurveyors.com.au/wp-content/uploads/2026/06/Symposium-Program.pdf**

Sponsorship: **https://aimsurveyors.com.au/wp-content/uploads/2026/06/Sponsorship.pdf**

Policy Statement: **https://aimsurveyors.com.au/wp-content/uploads/2026/06/Policy-Statement.pdf**

Note: the symposium is an online event.

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 12 November 2026. Please contact Peter van Duyn if you would like more details or you wish to raise an issue.

BPL season commenced

The Department will commence its annual heightened surveillance regime for managing the risks posed by Burnt Pine Longicorn (BPL) beetles (*Arhopalus ferus*) on vessels departing from New Zealand from 00:01 hours (NZST) on Sunday 1 November 2026 and is expected to end at 23:59 hours (NZST) on Friday 30 April 2027. After the submission of pre-arrival reporting by vessel masters or shipping agents, the Maritime and Aircraft Reporting System (MARS) will email a BPL Questionnaire to targeted vessels.

The Department's National Maritime Centre (NMC) officers will then advise, through the Biosecurity Status Document (BSD) issued from MARS, if a BPL inspection or any specific biosecurity risk mitigation measures are required. The Department requests vessel masters and crew to remain vigilant for BPL and advise the department, as soon as possible, of any suspected detections of BPL. Early detection and accurate reporting of pests prior to arrival assists in managing the risk offshore, where possible, and minimises the level of intervention by the department at vessel arrival. In addition, there are specific import conditions for timber and timber products for the duration of the BPL flight season. These can be found in **the *Timber and timber products imported from New Zealand during Burnt Pine Longicorn (BPL) flight season* BICON case.**

IGB publishes latest review

The Inspector General Biosecurity (IGB) (various incumbents) has published 26 reviews with a total of 287 recommendations. Of these, 255 recommendations have been closed and 24 remain open with implementation underway. A further 8 recommendations are new with the most recent IGB report published on 15 October 2026. The **final review report has now been released**.

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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.