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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, in front of national and international agencies and regulatory bodies. Its Expert Panel provides best 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. To access past newsletters and other useful information go to the ICHCA Australia website at www.ichca-australia.com. The ICHCA international website is at www.ichca.com. To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at peter.van-duyn@ichca.com or telephone 0419 370 332.

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ICHCA Australia Annual General Meeting

The ICHCA Australia Ltd Annual General Meeting will be held on Friday 27 March 2022 at the NQBP Board room, Level 4/175 Eagle St, Brisbane or via video conference. The meeting will commence at 10.30 hrs Brisbane time. All financial members are invited to attend in person or by video conferencing.

Please advise ICHCA Australia secretary Peter van Duyn (peter.van-duyn@ichca.com) if you wish to attend.

ICHCA Logistics Long Lunch to be held in Brisbane

ICHCA QLD - SPECIAL EVENT

ICHCA
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Handling
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The ICHCA Logistics Long Lunch is back and will be held this year on Friday the 27th of May in Brisbane at the Queensland Maritime Museum. The museum is located on the corner of Stanley & Sidon Streets, South Brisbane. We hope to build on our inaugural event last year which was a huge success. Tickets for this year's event are \$176.00 per head (inclusive of GST) and include a 2-course lunch and four-hour premium drink package. Dress is Friday casual.

The importance of maintaining Queensland's maritime history will be highlighted at this year's event with the Logistics Long Lunch on the banks of the Brisbane River in the heart of South Brisbane. The Maritime Museum's Chair Captain Kasper Kuiper will speak on the importance of maintaining maritime history. Post long lunch venue will be the Ship Inn (just across the road).



Any questions and for registration please contact Darren Fursman by email at DFursman@nqbp.com.au or on mobile 0498 881 788. More details on the ICHCA Australia website: <https://www.ichca-australia.com/>

ICHCA would like to thank the sponsors of the event – Blue Water Shipping and BBC Chartering.

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ICHCA Director to speak at wreck removal webinar

TT Club Sydney's Managing Director, Marcus John, who is also an ICHCA Australia Director, will be speaking on a Shipping Australia webinar on the wreck removal convention or "the Nairobi Convention" on 5 May 2022 from 1pm AEST. For details see: [WEBINAR: wreck removal under the Nairobi Convention – legal, insurer and government viewpoints](#).

Please RSVP by 2 May 2022 by emailing events@shippingaustralia.com.au who will provide a link to the webinar

New Harbour Master for the Port of Melbourne

Warwick Laing has been appointed by Ports Victoria as Harbour Master for the Port of Melbourne as of 2 May 2022. Mr Laing is currently Manager Navigation Services/Deputy Harbour Master. "Warwick's role is essential in ensuring safe, efficient, and fair access to Australia's busiest container and general cargo port. He will be an important contributor to Ports Victoria's management team and the Melbourne port community," Ports Victoria said in a statement.

Commenting on his new appointment, Mr Laing said, "I am both humbled and privileged to have been afforded the opportunity to continue my journey with Ports Victoria as the Harbour Master for Port of Melbourne. I am fortunate to be a member of a dedicated and highly experienced team who continue to earn the trust that Victorians have placed in them to safeguard the port and its surrounding environment. I am also grateful to be able to build upon the hard work and many successes of my predecessors who have brought the port to the enviable position that it is in today."

Biofuel trial voyage by ANL container vessel

ANL, a subsidiary of the CMA CGM Group, recently announced the success of the first biofuel trial on a containerised shipping vessel within Oceania. The trial, undertaken on ANL's AAX1 service, was a 42-day rotation commencing in Brisbane, travelling via Southeast Asia and then onto key Australian ports. The international shipping service carries a variety of consumer goods, ranging from cotton, meat, beverages and dairy to machinery, furniture, fashion textiles and ceramics.

Woolworths Group is a key partner on this biofuel trial, looking to invest in new opportunities to lower supply chain emissions across the board. Woolworths Group works with ANL through its supply chain business, Primary Connect, to bring household products to Australia and deliver Australian products like breakfast foods, cooking products and snacks to Asia under a range of Woolworths brands. The trial voyage used a B20 biofuel blend with feedstock supplied by Queensland based EcoTech, while BP Marine and Port of Brisbane played a pivotal role in supplying and bunkering the blended fuel. The Queensland Government has also supported the trial through its *Biofutures 10-Year Roadmap and Action Plan* which is building on the state's emerging strengths in biofutures and biofuels to secure local jobs.

Setting the goal of achieving Net Zero carbon by 2050, ANL as a part of the CMA CGM Group is heavily investing in energy transition using the best technical solutions available today while proactively preparing for the future. The CMA CGM Group already operates 27 vessels that are "e-methane ready" and will have a total of 44 vessels by the end of 2024. The CMA CGM Group is also using biofuel onboard container ships that serve Intra-Europe. Biofuel, together with alternative fuels such as LNG and biomethane, will make up 10% of the CMA CGM Group's energy mix by 2023.

Crane move for LINX



Source: LINX

LINX has bolstered its capabilities to support long-term customer BlueScope at their Port Kembla operation with the arrival of a second harbour crane. The LINX-owned Liebherr LHM420, one of only a handful in Australia, landed at Port Kembla in mid-December 2021 after a short journey from LINX's Henderson operation in Western Australia. It joins the existing Liebherr LHM400S harbour crane known as 'Big Red'. Nicknamed 'Hendo' by the local team the new addition is now in full swing.

The towering 350 tonne, 33-metre-high crane features a max boom height of 68 metres and can load up to 60 tonnes of steel products in a single lift. LINX and BlueScope expect it to further improve loading and unloading. Vince Trotter, Executive General Manager, LINX Port Services, said the relocation of the crane to Port Kembla to support BlueScope was representative of the strong long-term relationship between the two parties, both keen to see the local operation reach its potential.

Mr Trotter said, "The relocation of a crane this size is logistically significant, however the extra loading and unloading capacity this crane provides, and the broader benefit it will deliver to a crucial part of BlueScope's operation, made it an easy decision and well worth the effort."

Hapag-Lloyd to roll out tracking technology on its containers

An investment of around US\$250 million in tracking technology for its dry container fleet of 1.6 million boxes sees Hapag-Lloyd make a pitch to offer premium services and steal a march on competitors. The Germany-based carrier recently said it planned to install Nexxiot and Orbcomm trackers on around 95% of its dry containers by the end of next year, claiming a level of supply chain visibility for customers unsurpassed by its competitors.

Olaf Habert, Director Container Applications at Hapag-Lloyd said, "There are two main [customer] groups interested in this technology, those with high-value cargo such as computer chips, which are sensitive to security, and volume customers that already have a highly sophisticated supply chain, and the increase in data will allow them to streamline those operations. However, a third group could emerge when the system is up and running, those that want data on the conditions inside the box, but this would mean further development of the technology, after the systems are established."

Hapag-Lloyd customers will be able to receive data in real-time on the whereabouts of their freight, at any time and whatever mode of transport the container is travelling by. The Nexxiot tracking device is riveted to the door, an installation process taking around one minute, according to CEO Stefan Kalmund. Both Nexxiot and Orbcomm trackers are small enough to "fit within the profile of the container", the most protected part of the box, said Orbcomm's VP of container and port solutions, Al Tama. Mr Habert pointed out that Hapag-Lloyd has tested tracking systems on reefer containers with the roll-out of these systems in 2019, so the carrier is confident that, while there may be some damage and losses of trackers, it is likely to be relatively limited. Nexxiot and Orbcomm trackers are battery-operated and use solar energy to recharge, they are explosion-safe and durable, operating in extreme temperatures for more than five years, according to Mr Kalmund. In fact, Nexxiot believes that if a tracker can remain attached to a container, it will continue operating for at least eight years.

The trackers send data via mobile phone networks, when within range, and can link to other sensor devices via Bluetooth to collect essential information such as temperature and humidity, if required by the customer. “While the container is at sea, Hapag-Lloyd will send data via the ship’s own systems, though the tracker can store data for months,” said Mr Tama, “and that data can be downloaded when a mobile network is available, so a customer can see if there were any events on the voyage.” However, as Mr Kalmund pointed out, while the container is on the ship, a customer can track the vessel and see where their freight is, “the first and last miles that are the most interesting part of the container’s journey”.

Flooding causes chaos in Durban



In a statement, Transnet spokesperson Ayanda Shezi said disruptive weather conditions in KwaZulu-Natal had adversely affected Transnet operations in the province and it continued to assess the extent of the damage. “Heavy rains have damaged the road infrastructure leading into the Port of Durban, affecting access into the terminals. As a precautionary measure and for safety reasons, operations across the Durban terminals had to be suspended.”

Source: Xinhua/Alamy stock photo

Shezi continued, “There have been no major incidents reported at the terminals thus far.” He reported that a multidisciplinary command centre comprising the Transnet National Ports Authority, operators and customers had been set up and was monitoring activities. “Shipping has been suspended until further notice and vessels on berth are on standby.”

The South African National Roads Agency (Sanral) said engineers were assessing the road infrastructure leading to the port. Ravi Ronny, Sanral’s eastern region design and construction manager, said:

“Bayhead Road, which provides access to the port, is completely closed due to heavy rains and flooding. Engineers are on the ground assessing the situation and providing guidance on mobility around the network. We appeal to all motorists and especially freight transport not to leave their destinations to try to come to Durban port. There is no access to the port. We are working with emergency services to get the road network reopened,”

Shezi added that customers had been requested to hold back on bringing trucks into the port, to avoid congestion. Regarding the Richards Bay port, Shezi said the terminals were operating at limited capacity, with challenges experienced in handling wet cargo. “Rail lines in certain parts of the province are operating at limited capacity as a result of flooding. Transnet Freight Rails engineering teams will assess the extent of the damage before full operations can resume.”

The Durban Chamber of Commerce and Industry described the flooding as a catastrophic event that had impacted the road network, including major highways such as the M4 and N2. “These road networks represent crucial business infrastructure providing a linkage between business and industries in eThekweni. Any loss in any part of this economic infrastructure for an unspecified period will have a devastating impact on the manufacturing, travel and tourism, and agriculture sectors.”



ForkliftAction: news, trading, networking for anyone who works with materials handling

International cruise ships return to Australia

Pacific Explorer's return to Sydney recently has been celebrated as a new chapter in the harbour city's maritime heritage. The P&O cruise ship arrived in Australia on 18 April following the end of the federal government's ban on cruise ships entering Australian waters. The ban came into force on 17 March 2020 and lifted on 17 April 2022. *Pacific Explorer* is the first international cruise ship to visit Sydney Harbour since the ban was imposed.

Port Authority of New South Wales Chief Executive Philip Holliday said the return of cruise was a moment the port authority had been waiting for. "Hearing our marine pilot requesting port clearance and our vessel traffic team welcoming the ship's captain back to Sydney Harbour was one of the sweetest radio calls I've heard for a long while," Mr Holliday said. "Preparing for the return of cruising has been a long and challenging journey during which we've made sure our terminals and procedures are ship-shape to safely welcome cruise passengers and crew back to NSW."

P&O Cruises Australia president Marguerite Fitzgerald described the arrival of the *Pacific Explorer* as "an emotional homecoming". Its first cruise will be to Brisbane commencing on 31 May.

New jacket lifting system for *Pioneering Spirit*

The world's largest catamaran, *Pioneering Spirit*, has used its new jacket lift system for the first time with the removal of the 8,100-metric-ton Ninian Northern jacket in the North Sea off the Shetland Islands. Allseas' *Pioneering Spirit* is the largest offshore construction vessel ever built, designed for single-lift installation and removal of large oil and gas platforms weighing up to 48,000 metric tons. The ship entered service in 2016 and has already set a number of offshore lifting records, including the world record for the heaviest single-lift with the removal of the 24,000-metric-ton Brent Delta platform in 2017.

The ship has now been fitted with a new revolutionary Jacket lift system (JLS), mounted on the ship's aft, which comprises two connected 170-metre-long beams that lift and support jackets during removal and installation operations, as well as transport jackets in a near-vertical position to maintain the integrity of the massive structures.



Allseas says the system makes it “fundamentally different” from conventional crane-lifting vessels and the ship’s own lifting system. The new system allows for the direct transfer of structures, eliminating the need for support barges. There is also no need to sea fasten the jacket to the beams during transit “due to the vessel’s high level of stability, significantly reducing time in the field and lowering the emissions footprint,” according to Allseas.

Source: Allseas

Pioneering Spirit began with the single-lift removal of the 14,200-metric-ton Ninian Northern platform topsides in 2020. Arriving back at the Ninian field earlier this month, the ship lifted the eight-legged jacket out of the water and lowered it onto the deck for transit. The jacket will be delivered to the Veolia-Peterson yard in Dales Voe, Shetlands, which is targeting 98% steel reuse. The success of the operation concludes two years of planning and design.

Ninian Northern is the first of several major jacket removal and installation commitments for *Pioneering Spirit* in 2022. The vessel is booked to lift and transport more than 123,000 metric tons of structures for the offshore energy industry this year utilizing both its Jacket lift and motion-compensated Topsides lift systems.

More on *Pioneering Spirit*’s jacket lift system and the Ninian Northern operation can be found in the videos at: <https://allseas.com/videos/pioneering-spirits-jacket-lift-system/>

Updates from the Department of Agriculture, Water and the Environment

Launch of Biosecurity portal in NSW and ACT

Approved arrangements operators, customs brokers and importers wishing to book and manage import inspections at sites in NSW and ACT can book them via a new Biosecurity Portal from Tuesday 26 April 2022. The Biosecurity Portal is being deployed in phases and will be available to other regions in coming months. Industry notices will advise ahead of time when it will be launched for WA and Vic. The Portal has already been launched in Qld, NT and SA.

Additionally, from Tuesday 26 April 2022, any requests for import inspections at NSW and ACT sites still using the Request for Inspection (RFI) form should be emailed to the relevant new email address (see below). The introduction of the Biosecurity Portal which will allow importers, approved arrangements operators and customs brokers to request an inspection booking, view, and manage inspections at any time in a centralised online location. The portal will streamline the current manual and resource intensive email process, reducing industry's effort in managing and tracking import inspection requests. The portal will also allow you to view AIMS direction information issued by the Department.

This ability to make and manage import inspection booking requests and view directions via an online system is the first function in a broader scope of work intended to modernise and improve the biosecurity system for clients. The Department is also implementing a new system, the Scheduling and Workload Management System (SWMS) which will manage request for inspections, the scheduling of these requests, and the management of the associated booking.

As a result, from 26 April 2022, any requests for import inspections at NSW and ACT sites, submitted using the RFI form instead of via the portal, should be emailed to the relevant new email address:

ImportsRFINSW@agriculture.gov.au

End of BPL season

The Ministry of Primary Industries New Zealand (MPI NZ) has advised the Department of Agriculture, Water and the Environment (the department) that the 2021-2022 flight season of the Burnt Pine Longicorn (BPL) beetle concluded on 26 April 2022.

The department therefore ceased 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 26 April 2022. The Maritime Arrivals Reporting System (MARS) will no longer send a BPL questionnaire to targeted vessels after submission of mandatory pre-arrival reporting. 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.

DAWE Melbourne offices to move

This notice affects clients and service providers who interact face-to-face with the Department of Agriculture, Water and the Environment at its Melbourne-based offices. The department is relocating its Melbourne offices to 1–21 Dean Street, Moonee Ponds, Melbourne to meet its business requirements and to obtain efficiencies in leasing, administration, and operating costs. The relocation is scheduled to take place from July 2022.

Further information, contact the Department of Agriculture, Water and the Environment.

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Our contact with you

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