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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's participation in Megatrans 2022

ICHCA Australia recently completed its involvement with Megatrans 2022, which featured a dedicated conference looking at the supply chain, international trade and shipping, clean energy, and electric vehicle, road transport and e-commerce. Due to the Covid pandemic the event had to be postponed for two years and it was great to be able to meet many colleagues again in person.



Owen Webb from HFW and Laurence Jones from the TT Club took part in panel discussions about sustainability and safety respectively in transport with lively input from the audience.

ICHCA Australia is looking forward to participating again in the event in 2024.

Owen Webb discussing sustainability in transport with fellow panellists



ICHCA Australia would like to thank HFW, TT Club and Flinders Port Holdings for their generous support of ICHCA's participation in Megatrans 2022.

Laurence Jones discussing safety in transport with fellow panellists



Clyde and Co joins ICHCA

ICHCA Australia welcomes Clyde & Co as a member. Clyde & Co is a global law firm providing a comprehensive service to clients in its core sectors of insurance, transport, energy, infrastructure and trade & commodities. Clyde & Co has grown to become a leading global law firm in their core sectors. With a headcount of over 5,000 staff operating from over 60 offices and associated offices across six continents,



Innovation in Safety Award is open for submissions



The Innovation in Safety Award was established by TT Club with the purpose of celebrating safety innovation in the global freight supply chain. Award entrants are required to show that a product, idea, solution, process, scheme, or other innovation has resulted in a demonstrable improvement to safety.

The 2022 Award is **now open for entries**.

Sunken tugs recovered by AAL heavy lift ship

AAL Shipping has undertaken a salvage operation to remove two tugs from the Mersey River in Devonport on the north-west coast of Tasmania that had been sunk by a cement carrier in January. The 31,000-DWT



700-tonne heavy-lift vessel, the *AAL Melbourne* was chosen for the job, which involved lifting the tugs and their onward shipment along the east coast to Brisbane.

United Salvage, a NSW-based emergency response, salvage and environmental support specialist, engaged AAL to supply a vessel from its longstanding 'Asia to Australia East Coast Liner Service'.

Source: *AAL Shipping*

The first tug, the 420-tonne York Cove was carefully pulled out of the Mersey River on Sunday 7 August by the *AAL Melbourne* using her two port-mounted cranes working in tandem. The tug had large holes cut into her hull to allow trapped water and sediment to drain. The second tug, the 455-tonne Campbell Cove, was recovered and loaded onto the *AAL Melbourne* a few days later. Both tugs were securely lashed to the weather deck of the 'mega size' vessel in preparation for their onward shipment to Brisbane, using specifically designed cradles previously loaded in Burnie.

With international experience, the insurers and salvors say it was one of the most complex salvage activities they have ever undertaken. The salvage itself was slow and deliberate and reflects the detailed and collaborative planning required to complete the operation successfully.

Sale of GeelongPort discontinued

Spirit Super and Palisade Investment Partners Consortium (the Consortium) has withdrawn its request for merger clearance from the Australian Competition and Consumer Commission (ACCC) for its proposed acquisition of the Port of Geelong. The ACCC recently informed the Consortium that there were preliminary

competition concerns and the ACCC needed more time to investigate. The Consortium subsequently decided against proceeding with the transaction. The ACCC released a statement of issues on 31 March outlining its preliminary concerns, including that the proposed acquisition may substantially lessen competition in the supply of port services for long-term bulk cargo customers in Victoria by reducing competition between the Port of Portland and Port of Geelong. Combined, these ports handle over half of Victoria's bulk cargo.

The Consortium included several superannuation and infrastructure funds including the Diversified Infrastructure Fund managed by Palisade Investment Partners. The acquisition would have resulted in Palisade managing, on behalf of investors, 100% of the Port of Portland and 49% of the Port of Geelong. In addition, the proposed acquisition would have resulted in some common ownership interests across the two ports.

"We were concerned the common fund management and ownership interests between the Port of Geelong and the Port of Portland would reduce competition for customers between the ports over the medium to long term," ACCC Chair Gina Cass-Gottlieb said.

Container manufacture merger falls through

A.P. Moller – Maersk (Maersk) and China International Marine Containers Ltd. (CIMC) recently announced the termination of the previously announced transaction whereby CIMC would acquire Maersk Container Industry (MCI), a leading manufacturer of refrigerated containers. The parties agreed to terminate the agreement because of significant regulatory challenges preventing the closing of the transaction. The intended divestment was announced on 28 September 2021 and was expected to close in 2022. As part of the closing process, the transaction was subject to regulatory approvals.

"It is unfortunate that the transaction will not happen despite efforts of all parties involved. Throughout the process MCI has performed very well thanks to the dedication of all its employees. Maersk will continue to be a proud owner of MCI for the foreseeable future, and we will now assess the best structural set-up for MCI to ensure the long-term development of the business," Patrick Jany, CFO at A.P. Moller – Maersk said.

Founded by Maersk in 1991, MCI has been part of the company for more than 30 years. Over the years, it has transformed into a business focusing entirely on manufacturing refrigerated containers. Today, MCI employs 2,300 people in China and Denmark.

DCN calling for award nominations

The 27th annual DCN Australian Shipping & Maritime Industry Awards will be held on Thursday 10 November 2022 at the Plaza Ballroom in Melbourne. Awards include Newsmaker of the Year and the always intriguing Hall of Fame inductee. Last year's Hall of Fame inductee was Jillian Carson-Jackson, a passionate advocate for the maritime sector and diversity and inclusion, as well as being a shining example to many as the first Australian and first female president of The Nautical Institute.

Other awards on offer are Port or Terminal of the Year, Diversity and Inclusion Award, Women in Shipping & Maritime Logistics, Supply Chain and Technology, Young Achievement, Maritime Services, Environmental, Safety, Customer Service, Liner Trades, Seafarers' Welfare, Customs Broker of the Year, Bulk and Specialised Shipping Award and Freight Forwarder of the Year. To enter, nominate, sponsor an award, please visit the awards' website: <https://www.dcnawards.com.au>



Fire on board ZIM container ship

Recently a container fire broke out in the hold of the container vessel *ZIM Charleston*. Reports indicate that the charterer has now declared a General Average situation for the vessel. The full extent of the casualty remains unclear as neither ZIM nor the vessel's owner Seaspan has released details. The vessel remains docked in Colombo, Sri Lanka, where it is believed the authorities and insurance and claims adjusters are reviewing the damage and investigating the cause of the fire. The 11-year-old vessel has a capacity of 8,586 TEU and was on a voyage from China and Hong Kong before arriving in Sri Lanka. Registered in Hong Kong, the vessel is operating under charter from her owner Seaspan to ZIM.

Cargo claims consultant WK Webster is providing the only information on the incident. They initially reported that they believed approximately 300 containers had been affected by the fire, heat and smoke, and water damage arising from the firefighting operations. The fire was believed to have been in the number four cargo hold. Apparently, the crew was successful in containing the fire to the hold with possibly some damage to containers in the stacks directly above. It is believed that all affected containers would be offloaded and surveyed in Colombo. Webster understands that further investigations are being made at Colombo to ascertain whether it is safe to discharge containers from the affected hold and to determine the cause of the fire.

While reports of fires aboard container ships have decreased in recent years, insurance experts point out that they persist and remain a significant danger to the industry. Insurer Gard, for example, highlighted in 2020 that "statistics suggest that the frequency of fires emerging from containerized cargo is not going down. By our count and on average there has been roughly one fire every two weeks so far in 2020."

Gard's analysis said the most frequent source of cargo-related fires is still self-heating in charcoal. In second place are various kinds of dangerous chemicals which are problematic due to inadequate or incorrect packing and incorrect cargo information declared in the booking process. This is followed by fires caused by batteries which are becoming an increasingly large cargo due to global demand.

Mis-declaration of the contents of containers and improper packing of the contents of containers remains the industry's primary concerns. Unaware of what is inside the boxes makes it impossible for shipping lines and vessel planners to control where the containers are stowed. Improper stowage raises the danger that the ships might be unknowingly exposing the content to heat sources or other dangers.

Singapore's Tuas Port to be operational by year end

In his recent nationally broadcast speech, Singapore's Prime Minister Lee noted that the country's seaport and airport played a "critical role" in putting the city state on the global stage. A decade ago, Singapore took the decision to consolidate the existing container terminals at Tanjong Pagar, Brani, Keppel and Pasir Panjang, that make up the world's second largest box port, into a single new facility located in Tuas in the far west of the island, indeed on land which was yet to be reclaimed.

The first two berths of Tuas Port started operations in December last year and Prime Minister Lee credited the country's forward planning and investment in port infrastructure enabling it to handle the demand surges associated with the Covid pandemic. "Because we had planned ahead, our port was able to handle extra volumes during the pandemic," the Prime Minister stated.

"While ports in other countries experienced closures, severe congestion and long delays, but our port remained open 24/7 throughout. This reinforced Singapore's position as the "catch-up port" where vessels made up time for delays elsewhere," he added.

The new Tuas Port is fully automated using driverless AGVs (automated guided vehicles), and driverless cranes. AI is also used to coordinate terminal operations more seamlessly, including vessel traffic management and port clearance. The first phase of Tuas Port is now complete, with a further three phases to come over the next 20 years with a total handling capacity of 65 million TEU, almost double the 37.5 million TEU Singapore handled last year.

New MHCs have arrived at the Port of Newcastle

The Port of Newcastle recently took delivery of two Liebherr mobile harbour cranes (MHC). The German-built LHM 550 cranes sailed into Newcastle Harbour earlier this month onboard general cargo ship *UHL Fighter*, after leaving the Port of Rostock in late June.



Source: Port of Newcastle

Port of Newcastle CEO Craig Carmody said the \$28.4-million investment marks a significant increase in container handling capabilities at the Port's versatile Mayfield 4 berth. The 550-tonne Liebherr MHCs feature the latest lift assistance systems for safer lifts and can handle a diverse mix of project cargo, including wind turbines, timber, steel coils, transformers, and mining equipment. They also have the capability to work in tandem for heavy lifts and lift two 20ft or one 40ft container in a single move.

The cranes will undergo testing over the coming month and are expected to begin operations in September.

WLA scholarship applications to close soon

Women & Leadership Australia (WLA) would like to acknowledge the tremendous response to the recent announcement regarding scholarship funding for women in the Transport and Logistics Sector. **WLA** supports women at all levels across all sectors and industries. Their leadership programs focus on applied learning combined with the latest in leadership theory and practice. WLA believes that advancing gender equity, especially in leadership, is central to creating a more fair and inclusive society. Through their **Industry Partnership Framework**, WLA work with hundreds of Australian associations and professional bodies to increase awareness and action around gender equity.

Scholarships of \$1000-\$5000 per person are available for women in the Transport and Logistics Sector. WLA is offering scholarships for four leadership development courses. Applications close on **9 September** and more information can be found here: <https://www.wla.edu.au/transportlogistics.html>

Hapag-Lloyd installs tracking devices on its containers

German shipping line Hapag-Lloyd is starting to install real-time tracking devices on its entire fleet of approximately 3 million TEU containers. In April, Hapag-Lloyd announced its intention of becoming the first shipping company in the world to outfit all of its standard shipping containers with real-time monitoring to help boost efficiency and transparency for its customers. Once installed, the “Internet of Things” (IoT) devices will transmit real-time data such as GPS-based location data, temperature measurements, and monitor for sudden vibrations. “Our vision is to build the smartest container fleet in the world and provide our customers with valuable information at the frequency they need,” said Olaf Habert, Hapag-Lloyd’s Director Container Applications.

For the program, Hapag-Lloyd is working with well-known TradeTech company Nexxiot AG with devices supplied by ORBCOMM. Hapag-Lloyd first introduced real-time monitoring of its approximately 100,000-unit reefer container fleet in 2019. Known as Hapag-Lloyd LIVE, the product is expected to become available for customers of standard shipping containers starting in early 2023 with tracking of its entire dry container fleet anticipated by the end of 2023.

Updates from the Department of Agriculture, Fisheries and Forestry

National Biosecurity Strategy launch

The Minister for Agriculture, Fisheries and Forestry Murray Watt recently announced the release of the National Biosecurity Strategy. The strategy comprises more than 30 initial actions across six priority areas identified in conjunction with stakeholders. The government will identify actions that could be implemented immediately. Mr Watt said the strategy would provide clear direction to ensure our system remains fit to meet the challenges of the next decade and beyond.

“The management of Australia’s biosecurity system is becoming increasingly complex, creating new challenges for governments, industry and community stakeholders in protecting our agricultural sector,” Mr Watt said. “Strong and efficient biosecurity is even more important as we respond to emerging challenges including diseases on our doorstep including Foot and Mouth Disease, African Swine Fever, Lumpy Skin Disease and Xylella.”

BMSB season commences

The 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 2022 and 30 April 2023 (inclusive), and to vessels that berth, load, or tranship from target risk countries within the same period. More details are available on the department’s **BMSB webpage**.

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