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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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TT Club Innovation in Safety Award

Over 30 organisations from around the world have submitted entries for the 2021 TT Club Innovation in Safety Award. Covering products and procedures that achieve a demonstrable improvement in cargo handling and transport safety, the submissions range in focus from bulk cargo handling to containerised cargoes, safety reporting and education to environmental monitoring and fire-fighting.



You are invited to attend the TT Club Innovation in Safety Award virtual ceremony to be held on 22 February 2022 at 14:00 GMT/15:00 CET. This online event will profile the shortlisted entries before announcing the Award winner. This year's Award, designed to encourage safety innovation at a time of increased operational demand on global cargo handling and to celebrate the practical success of such initiatives, has seen a record number of entries, any of which would be a worthy winner. A number of Australian

organisations have submitted an entry. A recording of the event will be made available.

To register, click on this link: <https://attendee.gotowebinar.com/register/5371375306422039564>

For further information: <https://ichca.com/news>

Liquefied hydrogen carrier to load its first cargo

The world's first liquefied hydrogen carrier has arrived in Victoria as part of a project to test the viability of a hydrogen export market between Australia and Japan. The carrier, the *Suiso Frontier*, recently docked at the Port of Hastings and will transport hydrogen produced as part of the Hydrogen Energy Supply Chain (HESC) project back to Japan. The HESC pilot project is testing whether it is possible to create hydrogen using coal mined at the Loy Yang brown coal mine in the Latrobe Valley and transport it to Japan for consumption.

The project is being developed by a consortium of Japanese and Australian companies, including Kawasaki Heavy Industries, Japanese energy giant J-Power, and AGL, the owner of Loy Yang. From Loy Yang, the hydrogen is transported in gas form and liquefied prior to export. The *Suiso Frontier*, which has a gross tonnage of 8000 tonnes, will undertake a two-week voyage to transport the liquefied hydrogen to Kobe in Japan. Its key feature is a 1,250-cubic-metre storage tank which is able to carry liquefied hydrogen at 0.125 per cent of the original gas volume.

Hydrogen is seen as an energy source of the future because it burns clean when consumed. It is classified via a system of colour codes indicating how it was produced, including green hydrogen (produced from renewable energy) and brown hydrogen (produced from brown coal). Environmental groups have criticised the HESC project because of the carbon emissions released by producing hydrogen from coal. But the consortium says it will not commercialise the project unless it is able to capture and store the emissions.

Cargo theft report indicates significant new trends

The *Cargo Theft Report 2021*, compiled by international transport and logistics insurer, TT Club and global provider of supply chain intelligence, BSI reports on whole year data from 2020. Significant new trends in risks both regionally and globally are highlighted.

- At 71%, thefts of cargo in transit continue to make up the highest proportion of overall thefts, although it has decreased from the 2019 proportion of 87%.

- Losses from warehouses and other storage facilities increased from previous reports to 25%.
- 2020 was not a typical year due to supply chain threats from the pandemic which are likely to be of concern well into 2021.
- There are new high-value targets related to the pandemic, such as PPE, face masks and anti-bacterial gel and vaccine supply chain will come under threat as the roll-out expands.
- The food & beverage sector remains the largest target, at 31%.

TT Club's Managing Director, Loss Prevention, Mike Yarwood explains more, "The effects throughout 2020 of the COVID crisis threatened supply chain security, continuity and resilience. Not only did newly created high-value commodities such as PPE become targets for theft, but bottlenecks in the logistics infrastructure at ports and warehouses brought increased potential risks. Temporary overflow storage facilities added to the dangers in loosening the grip of existing security systems." Although specific incidents have not yet occurred, unless distribution plans for vaccines are perfectly executed within the expectations of any given population, challenges will arise in protecting the single most valuable cargo of all in the coming months.

The report's infographics give an overview of the global data findings, but regional variances are worth noting:

- In Europe, the stockpiling of goods meant these inventories came under particular threat with 48% of 2020 reported thefts coming from warehouses and production facilities. This was in contrast to 2019 when only 18% of thefts were at such locations. On the other hand, 54% of incidents occurred in rest areas and parking sites in 2019, while the 2020 figure was only 19%.
- In Asia, the countries with the highest risk continue to be India, Indonesia, China and Bangladesh.
- The proportion of storage-based risk remains around 50% in Asia as a whole, but in Southeast Asia the in-transit risk reflects the prevalence of bribery and corruption with a high percentage of thefts being facilitated by employees and customs or other officials.
- North America continues to see theft coming almost exclusively in-transit via hijackings or directly from a parked vehicle. The risk of social unrest, particularly in Mexico, arguably impacted the risk of cargo loss through most of last year. Significant disruption to the Mexican rail freight industry, with protesters setting up blockades on train tracks, created a backup of cargo across the country. This disruption led to estimated losses of close to US\$4.4 billion.
- In South America, Brazil was a hotspot in 2020. A key driver of the high rates of cargo theft in Brazil remains the presence of major illegal drug smuggling gangs that need to fund their trafficking efforts. Again, the dominant risks were from hijacking and theft from or of vehicles. These theft types accounted for 78% of the total losses reported. The extreme rate of cargo theft, however, did drop for the first time in several years, as continued efforts by police and industry contributed to a slight decline in incidents.

In the coming year, disruption and the uneven resumption of international trade resulting from the spread of COVID will continue, with imbalances in shipping container distribution that are likely to impact maritime, and through a knock-on effect air cargo capacity throughout 2021. The added vulnerability of cargo will therefore continue.

The key to mitigating threats is to stay ahead of the risk. BSI and TT Club have once more collaborated to analyse the detail of these risks and offer mitigation techniques so organisations can proactively understand their risk and build a supply chain that is ahead of the criminal tactics and emerging threats.

The report can be found here: <https://www.ttclub.com/-/media/files/tt-club/bsi-tt-club-cargo-theft-report/2021-02-23---bsi-and-tt-club-cargo-theft-report-2021.pdf>

TT Club is member of ICHCA International.

A recent example of cargo theft



Looters are taking advantage of the inflow of goods outside the two southern California ports responsible for handling almost half of all US imports.

In Lincoln Heights, a densely populated neighbourhood in central Los Angeles that is home to terminals belonging to Union Pacific Corp. and United Parcel Service Inc., looters are breaking into cargo containers to steal delivery packages.

Source: Google Images

Footage shows lines of packages from carriers including UPS and Amazon.com Inc., many of which arrived from Asia through the nation's largest ports of Los Angeles and Long Beach, stretching along the railways. The looters raided packages that contained all sorts of consumer goods, while abandoning those seen as not valuable enough, including Covid-19 tests and EpiPens (devices used in emergencies to treat severe allergic reactions).

Union Pacific said that they have increased the number of Union Pacific special agents on patrol and have utilized and explored additional technologies to help combat this criminal activity. The Los Angeles Police Department only responds to reports of train robberies when they come from the carriers, which rarely happens.

GeelongPort ownership changes hands for \$1.2 billion

Spirit Super and Palisade Investment Partners will acquire GeelongPort in a \$1.2 billion bet on the earnings growth of Victoria's second-largest port. Spirit Super will hold a 51 per cent stake, with Palisade managed funds owning the remaining share in the port, which was put on the market by Brookfield and State Super last year.

GeelongPort, the second largest port in Victoria and the sixth largest in Australia, handles more than \$7 billion worth of trade annually. "GeelongPort is a really attractive asset," said Ross Barry, chief investment officer at Spirit Super. "We are looking for assets like this with very strong fundamental underpinnings and long-term leasing arrangements. This was a core opportunity for us."

The deal is expected to close in the first quarter of 2022. Spirit Super has part ownership of Flinders Ports Holdings and Palisade owns the Port of Portland.

Ever Alot breaks 24,000 TEU barrier



The 24,004-TEU *Ever Alot* has recently been floated out of the Chain State Shipbuilding Corporation (CSSC)-controlled Jiangnan Changxing Shipyard, the first of six megamaxs Evergreen has contracted with CSSC. "With an intake of 24,004 TEU, the six conventionally-powered sisters will be the world's largest container ships in terms of nominal box intake and the first to break the 'magic' 24,000 TEU barrier," Alphaliner pointed out in its most recent weekly report.

Source: CSSC

The ship had previously been advertised with an intake of 23,888 TEU. The 399.99-metre-long *Ever A lot* will beat a series of six 23,992-TEU ships built by Samsung Heavy Industries, also for Evergreen, as the new world record holder in the big boxship stakes. The *Ever A lot* has a scheduled delivery date of May 2022. Containership size records have repeatedly been broken in recent years, climbing above the 20,000 TEU mark for the first time in 2017. Boxships have more than tripled in size in terms of carrying capacity since the start of the century.

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Shipping Australia appoints new director

My Therese Blank has been appointed as a new director of Shipping Australia. She is currently Maersk Group's Head of Oceania Market and she has responsibility for ocean business in Australia, New Zealand, and the Pacific Islands. My has more than 15 years' experience in the shipping and logistics industries across Europe, Asia, and Oceania. She has held several senior leadership positions within Maersk, including Australia Sales and Country Director and Oceania Area Customer Service Director. In 2013, she established Maersk in Myanmar as Country Director. Her first role in regional capacity management was as part of the Maersk Management Trainee Programme. She holds a master's degree in business and economics from Uppsala University, Sweden.

Commenting on her appointment, My said:

Productivity and automation are key to our industry. When the supply chain operates without issues, it's an invisible industry that both enables our economy and the ability of Australian families to access a wide variety of consumer products. We have a great opportunity to improve processes across the supply chain and modernise the legal framework which underpins the industry. Shipping Australia is an important vehicle to accelerate the transformation of our industry as it is the voice of ship operators and owners to Australian governments. In my role as a director, I'm also committed to driving innovation in, and digitisation of, the shipping industry. Accelerating digital platforms and data sharing within the industry is key. Meanwhile, the next five years will be groundbreaking for our industry as the world fleet moves to carbon neutral fuels for a more

sustainable future. This will require collaboration across industry to enable, and make accessible, carbon neutral fuels across the region.

My also notes that, in the 110 years of the combined history of Shipping Australia and its predecessor organisations, she is the organisation's first female director. "I'm honoured to be the first female director at Shipping Australia, and I will continue the focus on diversity. I hope to be a role model for the many women in our industry," she says.

Shipping Australia Chairman, Scott Henderson, commented: "On behalf of Shipping Australia, I welcome My to the board. She is a very highly qualified leader with years of experience in a variety of senior roles at a major ocean shipping company. I am confident that she will be a great addition to the team."

PN and Wagner Corp to develop rail terminal at Toowoomba

Pacific National CEO Paul Scurrah has said both PN and Wagner Corporation were uniquely placed to realise the benefits of the future ARTC – Inland Rail, currently Australia's largest infrastructure project. Once operational, the Wellcamp Logistics Hub would have about 2.7 kilometres of frontage to the future Inland Rail, potentially allowing 1800-metre-long freight trains to operate at the site with the ability to process up to 350,000 shipping containers by 2030 and 500,000 by 2040.

Scurrah said Wagner Corporation had a superb track record and proven expertise in delivering critical transport and freight infrastructure in Queensland. He said PN planned to significantly increase containerised volumes in its intermodal business in the coming years, with the Darling Downs offering both an origin and destination for large quantities of goods and commodities. "Under the agreement, Wagner Corporation will construct the intermodal terminal while Pacific National will operate daily rail freight services under a long-term lease arrangement," Scurrah said.

Once operational, the 23-hectare intermodal terminal would support up to 400 skilled jobs, including train drivers, terminal staff and associated warehousing staff, many of whom would be recruited from the region. Wagner Corporation Chairman John Wagner said the Federal Government's construction of Inland Rail and confirmation by Deputy Prime Minister Barnaby Joyce that the route was settled had given companies added confidence to invest in major freight hubs along the future rail corridor between Melbourne and Brisbane. "The future Inland Rail will facilitate operation of double-stacked 1800-metre-long interstate freight trains between major terminals across the country – these trains need to be broken down into smaller units to help efficiently tranship containers between trains and trucks," he said.

Scurrah said intermodal freight hubs offered governments and communities the added safety and environmental benefits of shifting more freight volumes from trucks to trains. "Integrated with Inland Rail, the Wellcamp Logistics Hub will help reduce road accidents and fatalities, traffic congestion, vehicle emissions, and road wear and tear."

Svitzer applies to terminate its enterprise agreement

Australia's largest tug operator Svitzer has lodged an application with the Fair Work Commission to terminate its enterprise agreement with the Maritime Union of Australia, the Australian Maritime Officers Union, and the Australian Institute of Marine and Power Engineers. This follows two years of negotiations with the three maritime unions, involving more than 50 meetings and two conciliation sessions facilitated by the Fair Work Commission. Nicolaj Noes, Managing Director of Svitzer Australia, said he was extremely disappointed that the negotiations had come to nothing after so much effort: "Svitzer has been bargaining in good faith for over two years. The process is exhausted. Terminating the agreement is a first step to a realistic resolution".

The current enterprise agreement (2016), which lapsed in 2019, has enabled restrictive work practices and

interference in managerial and operational decision-making, leading to inefficiencies and limitations on workplace productivity. Should the Fair Work Commission terminate the 2016 enterprise agreement, it would cease to cover or apply to Svitzer and its approximately 540 employees will instead be covered by the Marine Towing Award 2020.

Updates from the Department of Agriculture, Water and the Environment

Asian Gypsy Moth

The Department has commenced its annual heightened vessel surveillance window for managing the risks posed by Asian Gypsy Moth (AGM) on vessels starting from 1 January 2022. Upon submission of pre-arrival reporting by vessel masters or shipping agents, the Maritime Arrivals Reporting System (MARS) automatically emails an AGM questionnaire to targeted vessels.

The Department's National Maritime Centre (NMC) officers will advise, through the Biosecurity Status Document (BSD) issued from MARS, if an AGM inspection or any specific biosecurity risk mitigation measures are required. The Department requests vessel masters and crew to remain vigilant for AGM and advise the Department, as soon as possible, of any suspected detections of AGM. 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 for vessel arrival. AGM surveillance is expected to conclude on 31 May 2022.

COVID-19 effect on response times

Due to the ongoing and increased prevalence of COVID-19 across Queensland, South Australia, Northern Territory, Tasmania, Victoria and New South Wales, the Department's ability to meet its service standards for inspection bookings in these states will be affected over the next four to six weeks at a minimum. This is driven by the impacts of COVID-19 across the Department's workforce and delays can be expected.

The increased prevalence of COVID-19 in the community is disrupting delivery of the Department's regulatory functions and known to be impacting the operations of industry. As a result, inspection appointments are constantly having to be cancelled and rescheduled, often at very short notice. Our inspection resources are also being affected by isolation requirements.

These are challenging times for all and while we expect these delays to continue for some time, we will monitor the situation and provide further advice when things change. The Department's focus continues to be on the safety and wellbeing of its workforce, and the industry participants it is physically engaging with, while ensuring the effective delivery of its regulatory functions which cannot be compromised. This includes adhering to public health requirements of the states and territories, and ensuring our officers are vaccinated where this is mandated.

For more details see: **[Impacts to Service Standards in Queensland, South Australia, Northern Territory, Tasmania, Victoria and New South Wales for bookings and inspections during COVID-19 pandemic - DAWA](#)**

For urgent information relating to this notice, please email agriccc@agriculture.gov.au making sure to include "COVID NOTIFICATION - [STATE/TERRITORY]" in the subject field of the email.

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