



June 2022

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 SA Adelaide luncheon

ICHCA South Australia is to host its first business luncheon for 2022. It will be held at the Lakes Resort Hotel in Adelaide on Thursday 14 July. Guest speaker will be Frederic Frank Seeley AM with a presentation on *Manufacturing in South Australia and Global Supply Chains*. Mr Seeley is founder and chairman of Seeley International which he founded in 1972. Seeley is Australia's leading manufacturer of heating and cooling systems.

For more information and to register for this event, see ICHCA Australia's [events page](#).

The event is sponsored by:



ICHCA Australia supports Megatrans

ICHCA Australia has committed to a partnership with Megatrans for the upcoming 2022 trade show and conference. "International trade and the movement of goods will be a key focus for the Megatrans2022 trade show and conference, and ICHCA brings a wealth of experience and expertise to this vital part of the supply chain industry," says Megatrans show director Simon Coburn.



Megatrans claims to be the largest trade event in Australasia bringing together fleets, freight forwarders, importers, and exporters. The event will be returning to the Melbourne Convention and Exhibition Centre on 24-26 August 2022. For more information visit the website: <https://www.megatrans.com.au/>

IMO rejects ICS proposal

The International Chamber of Shipping (ICS) has denounced the International Maritime Organization's (IMO) reported rejection of a research and development fund for decarbonisation projects across the shipping industry. The ICS had proposed the establishment of an International Maritime Research and Development Fund to accelerate the research, development and deployment of zero-carbon technologies and fuels. The goal of the proposed fund was to raise US\$5 billion via a mandatory R&D contribution of US\$2 per tonne of marine fuel consumed, to be paid by ships globally. The levy would have supported R&D programs aimed at decarbonising the sector.

In March this year, shipping industry representatives and supporting governments modified the proposal to allocate 10% of the fund to greenhouse gas reduction projects in developing economies, including small island states vulnerable to climate change. A statement from ICS Secretary General Guy Platten suggests the IMO's Marine Environment Protection Committee has rejected the proposal. "The IMO has wasted its opportunity to kick start a rapid transition to zero-carbon technologies, which will be vital if we are to decarbonise completely by 2050," Mr Platten said.

Fatal accidents underreported

Industry trade group InterManager is calling out the shipping industry for its "inadequate" reporting of serious and fatal accidents following the recent death of two workers in an enclosed space onboard a ship.

InterManager is an international association representing ship and crew managers involved in managing more than 5,000 ships and over 250,000 seafarers. “Another two workers have died this month. They were two shore workers who apparently ‘entered the wrong space’ on a cargo ship and paid the ultimate price for their mistake,” said Captain Kuba Szymanski, secretary general of InterManager.

InterManager has been tracking incidents involving enclosed spaces since 1999, during which time enclosed spaces claimed the lives of 104 seafarers and 51 shore workers. But Captain Szymanski fears these figures could be much higher than reported and says he believes there is underreporting by shipping authorities.

“The shipping industry is very slow in reporting accidents in enclosed spaces, as it also is with lifeboat incidents. Accident reports take ages even for Flag States rated as ‘excellent’. The IMO’s Global Integrated Shipping Information System (GISIS) database is largely being ignored by Flag States,” said Captain Szymanski. According to Captain Szymanski and InterManager, only 26% of enclosed space accidents were reported through GISIS, meaning 74% of accident go unreported.

“By not reporting accidents the shipping industry is not giving people the chance to properly investigate, understand and learn from them. This is potentially putting the lives of more seafarers and port workers in danger,” said Captain Szymanski. He’s now urging the shipping industry to work harder to address the root causes of enclosed-space accidents, which InterManager has identified are mainly due to ship design, time pressure on workers, and contradicting and confusing regulations.

Carriers are cracking down on VGM declarations

Ocean carriers are cracking down on rogue shippers who incorrectly declare westbound booking container weights and make last-minute verified gross mass (VGM) amendments. Misdeclared booking weights can cause the weight allocations of individual alliance partners to be exceeded, ships to shut out cargo, contracts to underperform and revenue to be lost.

For instance, Japanese carrier ONE said a weight discrepancy fee would be applicable from 1 July for bookings accepted on or after that date. ONE said the penalty fee would apply where the cargo weight deviated by more than +/- 3 tons per TEU from the bill of lading instructions and VGM documentation.

The IMO’s Safety of Life at Sea (SOLAS) VGM regulations, requiring the gross mass (cargo gross weight plus container tare weight) of loaded shipping containers to be recorded and verified before they can be loaded onto a vessel for export, came into force on 1 July 2016. Previously, shippers often estimated the weight of export containers or, in some cases, deliberately misdeclared information, compromising the safe carriage of containers at sea and resulting in many accidents relating to vessel stability and the collapse of container stacks.

Overall, the VGM regulations have been successfully implemented around the world, resulting in much safer supply chains. However, concerns have been raised in the past over the accuracy of weighing facilities, as well as the number of late VGM amendments. Moreover, where container lines have an abundance of export cargo to load, as has been the case in the past two years from Asia to Europe and the US, cargo weights become more critical.

Carriers have also tightened up on their annual contracts with shippers that specify minimum quantity commitments between the shipper and the shipping line, which have often only focused on volume, to also encompass container weights. According to a carrier source, some shippers have been “conveniently underestimating the weight of their boxes”. “It drives our ops guys mad,” he said. “The weights they state in the agreements are often nowhere near the actual.”

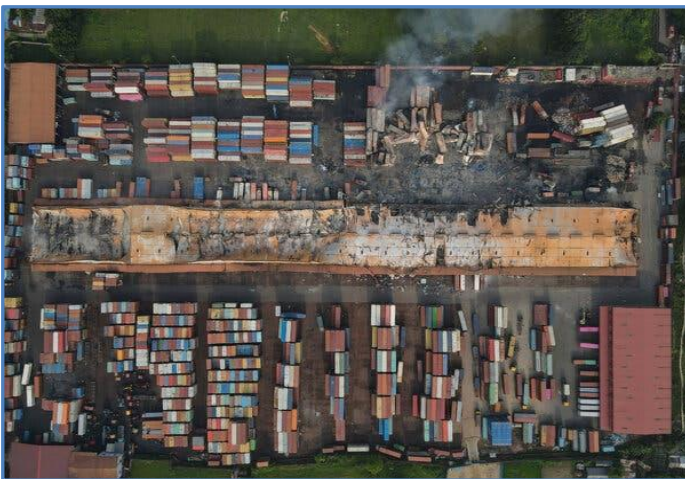
Patrick announces WIL program intake

Patrick Terminals recently announced the third intake of their award-winning WILpower (Women in Logistics) program. WILpower is a management leadership program for women that establishes a pathway to accelerate career development in the logistics and maritime industry. The program was launched in response to the lack of gender diversity within the stevedoring industry and aims to address the shortage of female applicants and women with strong industry experience. The program is a two-year structured management program which delivers on-the-job learning by rotating through various areas of the Patrick business.

Patrick Terminals Brisbane Terminal Manager and WILpower Champion Matt Hollamby said that Patrick Terminals is a strong advocate for gender diversity and that the WILpower Management Program has been a proven path for women to build strong careers at Patrick Terminals. The WILpower management program will provide eight opportunities for women to join Patrick Terminals across four engineering and four operational roles. Opportunities are available nationally across the four Patrick Terminals in Sydney, Brisbane, Fremantle and Melbourne. The program includes a full-time competitive salary, job rotations across a broad spectrum of roles, individualised mentoring and ongoing support.

Applications can be made at: <https://patrick.com.au/wilpower/>

Catastrophic fire at Chittagong depot



Source: Mahmud Hossain Opu, Associated Press

A recent catastrophic fire in a container depot near the Bangladesh Chittagong port has caused 42 deaths, including nine firefighters, and many hundreds injured.

The off-dock depot, BM Container Depot Ltd, is a Netherlands-Bangladesh joint venture located at Sitakunda, Chittagong. It had been housing 16 export containers full of hydrogen peroxide, which may have caused the blasts after a fire erupted in a container. It is believed that these mislabelled chemicals boxes may have triggered the explosion.

Officials have reported that containers of hydrogen peroxide had been incorrectly labelled by a depot operator, leading firefighters to extinguish flames with water instead of foam and setting off an explosive reaction. The disaster reflected the haphazard safety standards that continue to dog Bangladesh, particularly its lucrative garment export industry. The depot held clothing ready for export as well as drums filled with hydrogen peroxide, a chemical compound often used to bleach and dye fabric.



Increase in containers lost at sea

The World Shipping Council's (WSC) *Containers Lost at Sea* report covering 2020 to 2021 shows that containers lost overboard represent less than one thousandth of 1% (0.001%) of all containers shipped. However, the past two years have seen a worrying break in the downward trend for losses, with the average number of containers lost at sea per year since the start of the survey increasing by 18% to 1,629.

The northern winter of 2020-21 saw an unusually high number of weather-related incidents, and the average number of losses for the two-year period 2020-2021 was 3,113 compared to 779 in the previous period, with the most high-profile event being the *mv One Apus*. WSC's new project will run over three years and will use scientific analysis, studies, and desktop as well as real-life measurements and data collection to develop and publish specific, actionable recommendations to reduce the risk of containers lost overboard.

Initial results from the study show that parametric rolling in following seas is especially hazardous for container vessels, a phenomenon that is not well known and can develop unexpectedly with severe consequences. To help in preventing further incidents, a notice to mariners has been developed, describing how container vessel crew and operational staff can plan, recognise and act to prevent parametric rolling in following seas. Many more topics, tests and measurements will be undertaken by the project, which will continue reporting on progress and sharing insights on a regular basis through the IMO and other forums.

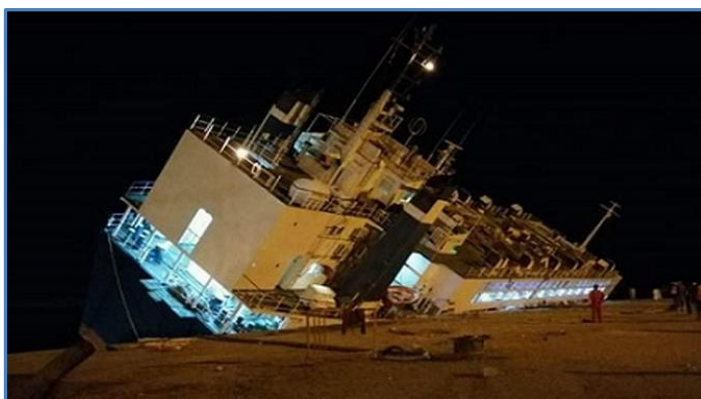
"Container vessels are designed to transport containers safely and carriers operate with tight safety procedures, but when we see numbers going the wrong way, we need to make every effort to find out why and further increase safety. The liner shipping industry's goal remains to keep the loss of containers as close to zero as possible. We will continue to explore and implement measures to make that happen and welcome continued cooperation from governments and other stakeholders to accomplish this goal," said John Butler, president of the WSC.

In addition to the project, the WSC and member companies have actively contributed to and supported revision of the IMO's guidelines for the inspection programs for cargo transport units. The WSC also supports the creation of a mandatory reporting framework for all containers lost at sea – an issue that will be on the IMO's agenda in September.

Also looking at the issue of boxship rolling has been Norwegian class society, DNV, which has just launched an app to help shipmasters avoid this situation altogether. DNV has accumulated substantial expertise in the field of parametric and synchronous rolling over decades and developed direct stability assessment and ship-specific operational guidance based on non-linear numerical simulations of ship motion in waves. DNV's hydrodynamic computation method for seakeeping and two complementary simulation methods validated over 15 years provide a basis for predicting resonant roll events. The Anti-Roll Assist app bases its calculations on the results of complex simulations performed by DNV on a powerful computer. The app relies on DNV's hydrodynamic simulations based on the individual ship's hull form.

Another livestock carrier incident

Recently, a ship carrying nearly 16,000 sheep capsized and sank at its berth at a port in Sudan. All crew members escaped safely, but almost all of the cargo was lost.



The vessel *Al Badri 1* sank at its berth at Suakin, Sudan. The vessel capsized slowly, and the crew had enough time to disembark. Only some 700 sheep escaped and survived. The loss of the *Al Badri 1* will affect the port's operations as well as the environment, given the potential for a fuel oil spill and the effluent from the decay of thousands of sheep. The vessel is now submerged next to its berth, interfering with the berth's use until the wreck is cleared.

Source: [Fleetmon.com](https://fleetmon.com)

The *Al Badri 1* (previous names *Henry Stahl*, *Ester 1*, *Ytong 1*, *Malak 1*) was a stern-ramp ro/ro freighter originally built in 1973 and converted into a livestock carrier later in its life. The vessel had a history of Port State Control (PSC) deficiencies in recent years, as well as a 10-year gap from 2008-18 in which she had no PSC inspections and was flying the Tanzanian flag. Images from before and after the *Al Badri 1*'s conversion suggest that four extra decks were welded on above the ship's main deck level to add more space for livestock.

Worldwide, livestock carriers are generally older than the average merchant ship, with the average fleet age for the class exceeding 40 years. Almost all livestock carriers are conversions, often from ro/ro vessels with very few purpose-built. A similar incident occurred aboard the livestock carrier *Queen Hind* in November 2019. The vessel capsized off the coast of Romania under unusual circumstances, drowning almost all of the 15,000 sheep on board. The Australian government has begun discussions with the Australian livestock export industry to gradually phase out livestock transport by sea.

Tanktainer dislodges from MHC in Aqaba

At least 12 people died and 251 were injured in a chlorine gas leak from a storage tank at Jordan's Aqaba port recently, officials and state media reported. The leak came after a tank filled with 25 tonnes of chlorine gas being exported to Djibouti fell while being transported, officials said. The Aqaba Ports Corporation is responsible for the port. It is located on the Red Sea and is Jordan's only seaport.

A video posted on state television's Twitter page showed a storage tank falling from a Mobile Harbour Crane (MHC) and slamming into the deck of a ship, followed by yellow-coloured gas rising into the air as people ran away <https://twitter.com/i/status/1541448031408721922>.

Chlorine is a widely used disinfectant and water purification agent, but if inhaled, the gas turns to hydrochloric acid, which can lead to internal burning and drowning through a reactionary release of water in the lungs. Jordan's Aqaba grain silos halted work to allow inspection of its grains and for any signs of contamination, but maritime traffic at Aqaba port continues, officials said. There were no vessels unloading any grains cargo at the time of the incident, they added. Aqaba port at the north end of the Red Sea has long been a major transit route for Iraqi imports and exports.

Updates from the Department of Agriculture, Water and the Environment

Name change for the Department

The recently elected government has announced a name change for the Department. From 1 July 2022, it will become the Department of Agriculture, Fisheries and Forestry. Some of the functions will move to the new Department of Climate Change, Energy, the Environment and Water. Chris Locke has been appointed as the new Deputy Secretary of the Department.

BATDS being tested at DPW Brisbane terminal

The department is undertaking a validation trial of the Biosecurity Automated Threat Detection System (BATDS) in partnership with Trellis Data and DP World Australia's Brisbane Terminal to improve our surveillance capability at container ports. By combining automated cameras and real-time machine learning the department will be able to scan the external surfaces of sea containers for contaminants and biosecurity risk material (BRM) as they are being unloaded from cargo ships.

Dedicated departmental biosecurity officers located at DP World Australia's Brisbane Terminal for the duration of the trial will inspect a selection of Country Action List (CAL) and non-CAL sea containers to verify the accuracy of captured images. The BATDS trial will commence on 14 June 2022 and will continue for approximately 6 months.

If successful, this technology could allow the department to screen more containers and only intervene on those with an identified biosecurity risk. This would be a more efficient screening process and reduce unnecessary delays for importers of goods arriving in clean containers. More information can be found here <https://www.awe.gov.au/biosecurity-trade/import/industry-advice/2022/96-2022>

Delays to the AGSA scheme

The commencement of the Accredited Grain Surveyor Assurance (AGSA) scheme has been delayed and will not commence on 1 July 2022. Marine surveyors, bulk vessel authorised officers, exporters, shippers and shipping agents should continue to operate as usual in line with current process and departmental instructional material. Further updates will be provided to industry once a new commencement date has been confirmed.

Marine surveyors, please note that the qualification and experience requirements for marine surveyors to be accredited under the AGSA scheme are still available on the [plant export legislation changes](#) webpage. Marine surveyors wishing to be accredited under the scheme may continue to undertake training to fulfil those requirements

DCCC meeting

The next DCCC (of which ICHCA is a member) meeting will be held on the 13 July. If you would like more information or have any input, please contact ICHCA Australia's representative on the DCCC Peter van Duyn.

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