



July 2024

## 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](http://www.ichca-australia.com) . The ICHCA international website is at [www.ichca.com](http://www.ichca.com). To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at [peter.van-duyn@ichca.com](mailto:peter.van-duyn@ichca.com) or telephone 0419 370 332.

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## ICHCA VIC event

ICHCA VIC and the Supply Chain and Logistics Association of Australia (SCLAA) are jointly hosting a networking event featuring an expert presentation and panel discussion. The event will be on **20 August at Bells Hotel**, 157 Moray Street South Melbourne. Arrive for a 6.30 pm start.

Keynote speaker is Mr Paul Bloxham, HSBC's Chief Economist for Australia, New Zealand and Global Commodities. He is chief spokesperson for HSBC on forecasts and trends for the Australian and New Zealand economies and their interaction with global financial markets and international economies. Mr Bloxham will speak about **Global Headwinds for 2025**. The presentation will be followed by a panel discussion with Mr Sandy Padey, director of Xperiental and Mr Brendan Richards, director of Rebound Advisory, moderated by ICHCA director Mr Nigel Edwards.

More details and the registration form are available on the [ICHCA Australia Events page](#).

**Please hurry as bookings are limited.**

## ICHCA SA luncheon

ICHCA SA will hold its next industry networking luncheon for 2024 on **4 September at Coopers Alehouse Gepps Cross**, 560 Main N Road, Blair Athol.

The keynote speaker is Hon Tom Koutsantonis MP, Minister for Infrastructure and Transport, Minister for Energy and Mining and the Leader of Government Business in the House of Assembly. He will provide an overview of **How sea, road, rail and air will integrate with the State's Freight Growth Agenda**. Minister Koutsantonis will also provide commentary on the Freight and Supply Chain Strategy released recently by the Department for Infrastructure and Transport.

More details and the registration form are available on the [ICHCA Australia Events page](#). **Please hurry as bookings are limited.**

The event is sponsored by:



## Megatrans 2024

ICHCA Australia is participating in Megatrans 2024. It will be held at Melbourne Convention and Exhibition Centre on 18 and 19 September. Leaders from across the supply chain will gather in Melbourne to discuss the future of the logistics industry.

For more details, go to: <https://megatrans.com.au>

## VISIT US AT MEGATRANS2024



## TT Club Innovation in Safety Award to open soon

Entries for the TT Innovation in Safety Award will open on 2 September 2024. The Award is the centrepiece of the ongoing efforts of TT Club and ICHCA to encourage players in the freight transport and cargo handling sectors to improve operational safety and efficiency through innovation.



The Award, which is open to an individual, team or company involved in cargo logistics, has seen the prestige associated with winning or being highly commended grow year-on-year. Past winners have ranged from individual entrepreneurs and specialist suppliers to employee teams in major industry businesses. The application form and brochure are available now!

The registration form can be downloaded here: <https://ichca.com/entering-the-tt-club-innovation-in-safety-award>

## Freightquip joins ICHCA Australia

Freightquip is a leading supplier of high-quality equipment to the heavy industrial and port industries across Australia and New Zealand. It specialises in providing location-based logistics solutions for heavy industries, seaports and rail terminals, capable of handling payloads up to 260 tonnes.

ICHCA Australia welcomes Freightquip and hopes to be able to assist Freightquip in adding value to its suite of offerings.



More information about Freightquip can be found here: <https://freightquip.com/industrial-equipment/>

## Rise in enclosed spaces incidents

InterManager has reported a troubling increase in the number of enclosed-space casualties aboard ships. The association's latest statistics, which have been submitted to the International Maritime Organization's Sub-Committee on Implementation of IMO Instruments, reveal that accidents onboard ships are not decreasing. The data cover enclosed-space accidents, fall accidents, and accidents involving rescue and survival craft from recent decades up to May 2024.

The data show the number of seafarers injured in falls has remained fairly consistent year on year, as has the number of injuries from rescue and survival craft accidents. However, the casualty rate for enclosed-space accidents has almost doubled. InterManager's submission highlights a significant lag between

accident occurrence, investigation and reporting in the Marine Casualties and Incidents (MCI) module of the Global Integrated Shipping Information System (GISIS). The association notes that reducing this lag would be “markedly beneficial to all analyses”.

Lack of transparency and hesitation in sharing accident information are also undermining industry statistics. InterManager notes that many fall accidents onboard ships are not being recorded within GISIS nor made available elsewhere, even though they are reported on ship type-specific websites and within regional media. Additionally, several enclosed-space accidents in ship repair yards are not currently required to report to GISIS.

“Safety is very important to InterManager members, and developing an effective safety culture is one of the central pillars of our General Principles of Conduct and Action,” said Captain Kuba Szymanski, InterManager Secretary-General. “Collating these statistics on behalf of the industry enables us to proactively assist on a number of core safety issues, and we are pleased that the IMO and other industry stakeholders are making use of them to protect the lives of seafarers.”

According to InterManager’s submission, the number of enclosed-space incidents on ships remained constant at 14 for both 2022 and 2023. However, the number of casualties nearly doubled in 2023, rising from 18 to 34. Among these, 66% of casualties in enclosed -pace accident have involved the ship’s leadership, including the master, chief engineer, chief officer, and second engineer. Additionally, 6% of casualties were cadets or trainees. InterManager’s submission reveals a consistent trend in fall accidents aboard ships over the past five years, with 44 to 52 accidents annually. From 1 January to 1 May 2024, 18 accidents were recorded. The percentage of fall accidents, when analysed by ship type, remained broadly constant from 2012 to May 2024. Seafarers working from heights or over the ship’s side accounted for 55% of these accidents, while non-ship officers and ship officers accounted for 22% and 23%, respectively.

## **MSC declared it will not use the Northern Sea Route**

The Mediterranean Shipping Company (MSC) has declared that it will not use the Northern Sea Route and has called on the “entire shipping industry” to adopt that stance.

Bud Darr, executive vice president, maritime policy and government affairs at MSC Group said: “The situation in the Red Sea has rendered transit unsafe for our seafarers, and a drought led to restrictions on daily Panama Canal transits. This has increased the rhetoric around the viability of the Northern Sea Route to transit the Arctic, with its proponents claiming shorter distances and its fuel savings. Let me be clear, it comes with significant risks... there is also no place on Earth quite like the Arctic, which has enduringly posed numerous safety and operational challenges.”

Among the challenges cited are the impediments to navigation, such as the presence of ice, weather conditions, insufficient chart information, and limited infrastructure. There are also scarce search and rescue or pollution responses. “Additionally, our fleet and network can efficiently transport our customers’ cargoes worldwide without transiting the Arctic. At MSC, we remain fully committed to avoiding trade routes in fragile marine ecosystems and vulnerable environments, such as the Arctic. Cutting through melting ice to open a new trade route is incompatible with this commitment,” MSC said in a statement.

## **AAT to replace 40-year-old ship to shore crane**

Port of Brisbane’s Australian Amalgamated Terminals (AAT) has begun the removal and decommissioning of its Deer Park ship-to-shore crane to make way for a new mounted Liebherr crane. A new Liebherr LPS550 rail-mounted portal crane, which is scheduled to arrive in October this year, will replace the 40-year-old Deer Park crane.

AAT Brisbane Terminal Manager Steve Jorgensen said: “The addition of this new crane will provide AAT with greater capabilities to deploy shore-based cranes to help improve vessel productivity and reduce vessel dwell times alongside at our facility. Once the new crane has been commissioned, AAT will have 2 x LPS550 rail-mounted slewing cranes with 144 tonne capacity each (230T dual lift) and 1 x Pacific 2000 STS crane on the quay line to service vessels at our Fisherman Islands facility.”

Demolition for the 1980’s-era Deer Park crane began in June and, according to AAT, the project will take approximately one month to complete. This has resulted in berthing restrictions for the terminal, which includes berths 1 to 3 at the Port of Brisbane’s Fisherman Island and site works will impact the availability of the berths in August. “These works are necessary and will assist AAT to provide a more efficient facility in the future,” Mr Jorgensen said.

## New transshipping service to be set up

The CSL Group (CSL), a global leader in sustainable marine transportation solutions, has announced a 21-year strategic partnership with BCI Minerals Limited (BCI) to build and operate an innovative transshipment vessel to support the Mardie Salt and Potash Project. The custom-designed transhipper will handle 5.35 million tonnes of salt and 140,000 tonnes of sulfate of potash per year. Loading will take place at BCI’s jetty loadout facility in Cape Preston, Western Australia, with the vessel navigating 12 to 15 nautical miles to transfer the cargo to ocean-going ships from Handysize to Newcastle Max.

“BCI Minerals is very pleased to sign this major contract with CSL for a vessel specifically designed for the Mardie Salt and Potash Project, which will provide BCI with a secure and cost-effective shipping solution providing real benefits to our operations and our customers,” said BCI Managing Director David Boshoff. “CSL’s market-leading reputation for delivering transshipment solutions and their commitment to safety and reliability make them an ideal long-term partner for BCI Minerals.”

Construction of the new vessel will begin in Spring 2026 with delivery scheduled in mid 2027. In the interim, beginning in the second half of 2026, CSL will provide a vessel on time charter to deliver transshipment services to the Mardie Project while the new dedicated vessel is under construction.



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## Another BBC vessel detained

The Australian Maritime Safety Authority (AMSA) has banned a second Briese Heavylift GmbH & Co vessel from Australian waters, in a crackdown on unsafe and unseaworthy vessels. AMSA issued a 180-day ban on the general cargo ship *BBC Pearl* after inspectors found multiple failures of the safety management system as well as a defective emergency generator and defective fire dampers during a port State control inspection in Cairns.

The vessel was detained in Cairns for 4 days until the serious deficiencies were rectified, before it proceeded to Port Hedland where the banning notice was issued. This is the second banning of a Briese Heavylift GmbH & Co vessel in the past month, following the 90-day ban issued to the *BBC Weser* on 12 June. This operator has a history of poor performance, with AMSA issuing multiple warnings that future safety violations would lead to strict enforcement action.

AMSA Executive Director of Operations Michael Drake said that the safety violations on the *BBC Pearl* were alarming and posed a real safety risk to the seafarers on board. “The defective emergency generator would render the vessel helpless in the event of a main power supply failure, and this is the second time the *BBC Pearl* has been detained for a defective emergency generator,” he said. “These are clear violations of the International Convention for the Safety of Life at Sea.” Mr Drake said that any operators that think they can get away with substandard ships in Australia should be on notice. “Australia has a reputation for upholding high safety standards for vessels entering our waters,” he said. “We have imposed a longer ban of 180 days on the *BBC Pearl* to send a clear message to any poor-performing operator that Australia finds these conditions to be unacceptable.”

## Container fire on Maersk vessel on its maiden voyage

The containership *Maersk Frankfurt* has sustained major cargo damage on its maiden voyage on its way to Colombo. A fire broke out on the newly delivered 5,500 TEU vessel in the Arabian Sea, 190 km off Goa. The fire, apparently caused by an electrical short circuit, started in International Maritime Dangerous Goods (IMDG) containers located in the lower part of the vessel, resulting in the tragic loss of a crew member.



Source: Indian Coastguard

The *Maersk Frankfurt*, managed by Bernhard Schulte and chartered to A.P. Moller - Maersk, was delivered from Japan's Imabari Shipbuilding to its Japanese owner, Tokei Kaiun, in May 2024. The vessel is currently stable, with four Indian coastguard vessels—*Sachet*, *Sujeet*, *Samrat*, and *Varaha*—actively working to extinguish the fire. The authorities are focused on ensuring the safety of the crew and the ship, as they also take precautionary steps to prepare for potential oil pollution.

## Arctic summer shipping season begins

The 2024 Arctic summer shipping season is off to a busy start. Liquefied natural gas (LNG) Carrier *Eduard Toll* completed an early-season eastbound voyage along Russia's Northern Sea Route, arriving in Xiuyu, China around 3 weeks after departing with cargo from the Yamal LNG project. It passed through the Arctic section of its voyage in under a week. The ice-capable vessel completed the majority of the still-icy route unassisted, except for sections of the East Siberian Sea where nuclear icebreaker *Sibir* escorted it through remnants of thicker first-year sea ice.

Russia's Northern Sea Route provides for significant distance savings to Asia, especially compared to the ongoing detour via the Cape of Good Hope due to instability in the Red Sea. Voyages from Northern Europe to East Asia via the southern tip of Africa take at least 6 weeks, compared to approximately 18 days via the Arctic.



In addition to LNG, Russia is expected to send dozens of shipments of crude oil via the Arctic. Three Gabon-flagged Aframax tankers, *Korolev Prospect*, *Vernadsky Prospect*, and *Olympic Prospect*, received permits for the Arctic from Russian authorities recently. Each vessel can carry up to 800,000 barrels of crude oil. There are likely to be increased LNG shipments from Novatek's Yamal LNG project, but there is uncertainty as to whether Russia's largest LNG producer will begin exports from its sanctioned Arctic LNG 2 project.

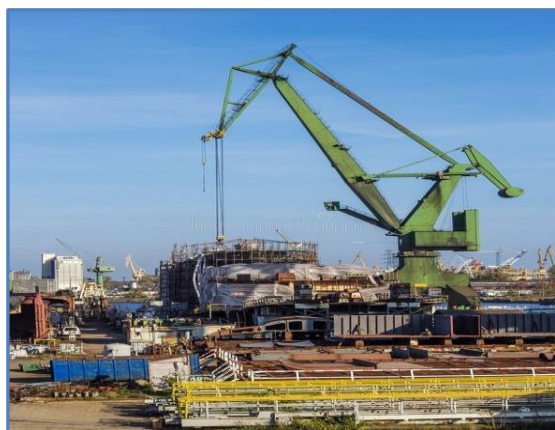
*Route of Eduard Toll carrying Russian LNG from Sabetta to Xiuyu, China. (Source: GoRadar)*

A record number of Arctic permits for LNG carriers (31 as of 15 July) suggest the company is putting in place the logistics chain to begin deliveries this summer. A number of LNG newbuilds have received permits for the route in recent weeks. In contrast to the usual practice of making the permit details publicly available for all vessels on the Northern Sea Route, the route's administration has, for the first time, withheld information for a group of four LNG carriers: *North Air*, *North Mountain*, *North Sky*, and *North Way*. This development in combination with a recent ownership change from NYK and Sovcomflot to a Dubai-based entity has led to industry speculation that the vessels could become part of an LNG shadow fleet.

## New CEO for the Port of Hastings

The Port of Hastings Corporation has welcomed its new Chief Executive Officer, Matt Thorpe. Mr Thorpe brings more than 30 years' experience leading teams in the design, construction and operation of major public infrastructure projects, most recently as an Executive Director at the Level Crossing Removal Project (LXRP). He will guide the Port's ongoing operations, including the development of the Victorian Renewable Energy Terminal to support the construction of the State's first offshore wind farms.

## Shipyard crane collapses during violent storm



During a recent storm in Gdańsk, Poland, a shipyard crane on the quay line of the shipyard collapsed into the water. The structure succumbed to the strong winds that pushed it off the quay.

The shipyard, formerly known as the Lenin Shipyard, is a large Polish shipyard located in the city of Gdańsk. The yard gained international fame when *Solidarity* (*Solidarność*) was founded there in September 1980. It is situated on Ostrów Island.

*Source: www.dreamstime.com*

Hydraulic oil has leaked into the water, but firefighters have set up containment lines around the spill. The base and tip of the crane protrude from the water, but the rest of the structure has sunk. It occupies about half of the Kaszubski shipping channel. A spokesman for the police from Gdańsk said that no one was hurt. Normally the crane travels on rails along the quay line, but fortunately during the storm it was turned off. However, it was obviously not secured properly and no one was working on it.

A video of the vent can be found here: <https://www.youtube.com/shorts/gYJ098eVSIE>

## **Updates from the Department of Agriculture, Fisheries and Forestry**

### **New Minister at DAFF**

In the recent reshuffle of the Albanese ministry, Senator Murray Watt has been replaced with Julie Collins MP as the minister heading up DAFF.

### **DCCC meeting**

The latest DCCC meeting was held on 4 July 2024. Peter van Duyn represented ICHCA Australia at the meeting. If you would like information about the meeting, please contact Peter.



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