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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](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 SA luncheon

ICHCA South Australia hosted its first industry networking luncheon for 2024 on 14 March at Coopers Alehouse Gepps Cross with over 50 delegates attending. Keynote speaker was Trent Kolbig, CEO of



Flinders Adelaide Container Terminal. Trent shared his valuable insights into the state's only container terminal and talked about the Flinders Port Holdings wider group's Master Plan. In his presentation, Trent gave an overview of the proposed re-configuration of the terminal from a straddle operation into an electric Rubber Tyred Gantry operation, to lower the terminal's GHG emissions, and the associated infrastructure changes.

Michael Simms, ICHCA Australia's SA state chair, thanked Trent for his insightful presentation and guests enjoyed a two-course lunch with plenty of networking opportunities.

The event was sponsored by:



## Kalmar to supply electric equipment to ITC

Kalmar, part of Cargotec, has concluded an agreement to supply the Intermodal Terminal Company (ITC) with six Kalmar electric reach stackers and two Kalmar electric empty container handlers.

The equipment will be deployed at ITC's Somerton Intermodal Terminal, a multipurpose terminal currently being constructed on the outskirts of Melbourne. The deliveries of the equipment are scheduled to begin during the first quarter of 2025. The reach stackers and empty container handlers will be powered by lithium-ion battery technology.

## Rail level crossing roundtable

Governments from across Australia and New Zealand recently gathered with industry, peak bodies, academia, and advocacy groups at a roundtable in Brisbane to discuss level crossing safety at a national level. The roundtable discussions aimed to identify priority actions to drive meaningful and effective improvements to level crossing safety across Australia. Opportunities to harness innovation and new technology to upgrade level crossings to improve safety were identified as a priority, as well as the need for a consistent national approach to raising awareness and education.

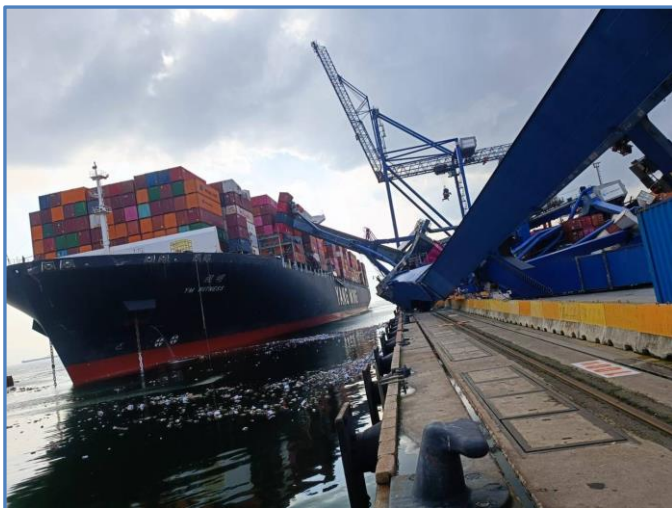
The Federal Government said that these discussions are part of its efforts to ensure that innovative new technologies will be used in high-priority railway crossing upgrades around the country, through its \$180 million Regional Australia Level Crossing Safety Program. As part of the Australian Federal Government's commitment to the National Level Crossing Safety Strategy 2023-32, a national driver education campaign will be introduced in 2024 to support the goal of zero harm at Australia's level crossings.

Every year, crashes at level crossings result in injuries, loss of life, and significant economic costs. Collisions affect both road and rail users, families, and communities. The 23,000 level crossings across Australia present significant risk to rail and road network users and to the resilience of the nation's transport

systems. The roundtable was instigated after the death of two Pacific National train drivers at a level crossing incident in SA on New Year's Eve.

## Container vessel destroys not one but three STS cranes

Recently the Hong Kong-flagged containership *YM Witness* allided with four ship-to-shore (STS) cranes at the Turkish port of Evyap. The impact was so severe that it caused three of the cranes to topple over, and several containers to fall from the ship into the water. The incident occurred as the 368-metre-long containership (capacity 14,000 TEU) was docking under the supervision of the pilot.



The Ministry of Transport and Infrastructure in Türkiye reported that no one was injured or killed in the incident. Yang Ming, the company chartering the vessel, confirmed that the *YM Witness* had made contact with the pier and gantry cranes during the berthing operation. The shipowner and relevant maritime authorities are currently conducting an administrative inquiry and a full investigation into the incident.

Source: Ministry of Transport and Infrastructure, Türkiye

The *YM Witness* is deployed on Yang Ming's MD3 service operating between the Far East and the Mediterranean. The incident can be seen on the following YouTube clip. [https://youtu.be/\\_u02IUD5ISo](https://youtu.be/_u02IUD5ISo)

## Recent articles on lithium batteries safety

Recent articles in *Shipshape*, the magazine of the Australasian Institute of Marine Surveyors (AIMS), by two ICHCA directors describe some concerns with the carriage of lithium batteries on ships. Peter van Duyn, Master Mariner and Company Secretary of ICHCA Australia and Marcus Johns, Managing Director, Thomas Miller, each have an article in the March 2024 edition of *Shipshape*.

Both articles address the fire risks associated with lithium batteries, with Peter's article entitled *At sea lithium-ion battery incidents are on the rise* and Marcus' *Lithium batteries white paper*. Peter discusses whether the current lithium battery categorisation in the IMDG Code – Class 9 Miscellaneous Dangerous Goods – is fit for purpose. Marcus examines the risk of transporting lithium-ion batteries and whether they pose a threat to the maritime supply chain. He also looks at topics such as special provisions for vehicle transport.

Both articles are relevant to the work that ICHCA International is doing with partners at the IMO reviewing the IMDG Code and, in particular, a group dealing with vehicle carriage and special provisions.

Follow the link to see the full March edition containing the articles:

<https://www.aimsurveyors.com.au/News-&-Events/13323896>



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## Are sail-assisted ships just a lot of hot air?

Sailing ships have, for centuries, facilitated trade and allowed explorers to conquer new continents. With the drive to minimise GHG emissions from ships there is renewed interest in the development of sail-assisted and sail-only ships. There has been much discussion about decarbonising shipping, especially now that the industry and the International Maritime Organization (IMO) seem to have accepted 2050 as the deadline for reaching zero emissions. (Previously the IMO had set 2050 as a target for a 50% reduction in GHG emissions only). In the past, sails have been retrofitted to bulk carriers and tankers, but Hapag Lloyd recently showed a concept for a new wind-assisted containership. But will this fly?



In principle, sail-assisted ships are a good idea and will assist in a small reduction of GHG emissions. However, there are several challenges that need to be addressed. Sail-assisted or even sail-only ships, with an additional power plant like the custom-built *Canopee*, are proposed or already in service. The *Canopee* carries rocket parts from Europe to French Guiana and has four 30-metre-high sails.

*A concept of the proposed container ship by Hapag Lloyd*

Japanese shipping company K-Line has such faith in sail-assisted shipping that it has purchased the company Airseas of France, which is developing the kite sail technology. K-Line has been working with Airseas since 2019 and had previously placed orders for demonstration units as part of a possible deal to install the kite-sized sails on the bow of its bulk carriers to provide wind-assisted propulsion.

One major problem with sail-assisted and sail-only ships is that they rely heavily on suitable weather patterns. For example, the sailing ships owned by Dutch company Fairtransport sail mainly between Europe and North and Central America and rely heavily on the prevailing trade winds. Furthermore, just-in-time supply chains might have to allow for more flexibility as ships' expected time of arrival could vary widely depending on weather conditions encountered at sea.

Another challenge is how to manage the sails when these types of ships are in port. The Hapag-Lloyd 4,500-TEU container ship concept shows the sails clear of the containers on deck, obviously to maximise the wind effect. However, when in port, ship-to-shore cranes, used to discharge and load the containers, might



damage these structures even when folded away. To a lesser extent, but still prone to damage, are the large sails and the large wind-powered vertical rotors that we sometimes see installed on bulk carriers and tankers to assist with their conventional propulsion.

Having sails on a large ship could also cause confusion when applying the International Regulations for Preventing Collisions at Sea which state: a power-driven vessel shall keep out of the way of a sailing vessel when under sail (Rule 18). A sailing vessel using its motor is considered to be a power-driven vessel even though sails may be hoisted. In this situation the vessel should exhibit a conical shape forward where it can be best seen indicating that it is "motor sailing" (Rule 25). Normal rules of engagement between power-driven vessels apply in this case.

The China State Shipbuilding Corporation recently developed the concept of a large 24,000-TEU containership powered by a nuclear power source known as Molten Salt Reactors, which generate steam for its turbines. Currently, about 160 ships are powered by nuclear reactors, mostly naval ships and submarines. Nuclear ships can go years without refuelling, have zero emissions and need only little space for bunkers, which allows more space for cargo. However, nuclear-powered ships might present their own problems, such as not being allowed to berth at certain ports. People might not worry about the occasional nuclear-powered warship being berthed in their port but having 20, 30 or more commercial ships, some flying dubious Flags of Convenience, simultaneously berthed in their port might be a bridge too far.

To reach zero emissions from shipping by 2050, my money would be on ships powered by zero emissions fuels such as methanol (Maersk has just launched its first 16,000-TEU methanol-powered container ship), ammonia and hydrogen as well as battery-powered ships for shorter distances. Sail-assisted and sail-only ships will only contribute a very small amount to reducing GHG emissions and might not be suitable for today's just-in-time supply chains.

**Peter van Duyn**

*This article appeared recently in the Daily Cargo News.*

## **Flinders Ports recognised for outstanding business performance**

Flinders Port Holdings has been named one of nine leading private Australian companies recognised for its outstanding business performance in Deloitte Australia's 2023 Best Managed Companies awards. The South Australian owner and operator of the Flinders Adelaide Container Terminal and six regional ports, as well as Flinders Logistics and Flinders Warehousing and Distribution, and Hydro Survey Australia, is ranked as one of SA's top 10 companies, with an annual turnover of more than \$200 million.

Now in its fourth year and run in association with Google Cloud and the Commonwealth Bank of Australia, the Best Managed Companies program identifies and celebrates privately-owned and managed companies across Australia that set high standards of business performance, "shining a light on the power of private businesses as innovators and major contributors to Australia's economy". The program's independent judges made their decisions using four key pillars: strategy; culture and commitment; capabilities and innovation; and governance and financials.

Flinders Port Holdings' chief executive Stewart Lammin said: "This is our fourth consecutive year participating in Deloitte's Best Managed Companies awards, and our third win, which is testament to the strong team we have leading our organisation.

## Vale Cecilia Eckelmann Battistello

Cecilia Eckelmann-Battistello, one of the most high-profile women in shipping and a pioneer of containerisation, died recently after a short illness. A genuine trailblazer, Battistello brought colour and glamour to the industry but was nevertheless a tough businesswoman who rose up through the ranks to become managing director of Contship Container Lines in 1988. At that time, there were very few women working in the industry, and she has spoken frankly about succeeding in a man's world.



*Contship Germany*

When the company was sold 10 years later, she focused on the ports sector, becoming chairman of Contship Italia whose portfolio at the time included the Mediterranean transshipment hub Gioia Tauro. The company continues to operate La Spezia Container Terminal plus other port facilities and logistics activities.

Cecilia was married to Thomas Eckelmann, head of Europe's largest container terminal operator Eurokai, which is now run by his son Tom, Battistello's stepson.

Born in Vicenza near Venice in 1950, Battistello was the second of eight siblings which, she always claimed, gave her the perfect start to her career as she learned to take responsibility at an early age by helping her mother care for the younger children. After finishing school and secretarial college, she joined Contship in 1973 when containerisation was in its infancy, learning about the practical side of an industry that was still evolving. Her mentor was Angelo Ravano, who had founded the line a few years earlier when he decided to convert the family's traditional shipping company into a fully containerised operation.

Battistello is probably best remembered in the wider shipping world for painting several ships in the Contship fleet vivid colours. One, *Contship Germany*, was shocking pink, while *Contship Singapore* was a bright yellow hue. Another was turquoise, all attracting attention wherever they called.

In recent years, she divided her time between homes in Hamburg and Cyprus and remained as busy as ever, working alongside her husband with whom she shared such a passion for shipping. In her autobiography published in 2019, Battistello said she hoped Contship would keep growing well beyond its Italian home base. Ms Battistello was a regular visitor to Australia and revered by company staff.

## Containership destroys Baltimore bridge

Early in the morning of 26 March, containership *MV Dali* allided with the Francis Scott Key Bridge upon leaving the Port of Baltimore after losing its propulsion. The bridge span collapsed when the ship hit one of the pylons.

Police managed to stop traffic on the bridge before the impact, but unfortunately six maintenance workers on the bridge died.



*MV Dali* is a 10,000-TEU Singapore-flagged container vessel, chartered by Maersk.

Authorities are still investigating the incident and it is expected that the clean up of the bridge's debris will last several weeks and the port will be closed for inbound and outbound traffic.

Singaporean authorities, being the Flag State, and the US National Transportation Board will each undertake a thorough investigation.

The approach and impact with the bridge can be seen on this YouTube video clip:

<https://www.youtube.com/watch?v=wEkRjISgIIQ>

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

### DCCC meeting

The most recent DCCC meeting was held on 20 March 2024. Peter van Duyn represented ICHCA Australia at the meeting. If you would like more information, please contact Peter.

### ISCP Working Group meeting

The Imported Sea Container Pathway (ISCP) Working Group is an advisory group established to co-design and support the implementation of a new policy for managing contamination and hitchhiker pests on the imported sea container pathway. The group held its inaugural meeting on 5 March. For information about container cleanliness, please contact Peter van Duyn, the ICHCA Australia representative on the ISCP.

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