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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 Annual General Meeting

The ICHCA Australia Ltd Annual General Meeting will be held on Friday 5 March 2021 at the NQBP Board room, Level 4/175 Eagle St, Brisbane or via video conference. **The meeting will commence at 11.15 hrs** Brisbane time (AEST 12.15 hrs). All financial members **are invited to** attend in person or by video conferencing.

Please advise **ICHCA Australia** secretary, **Peter van Duyn**, if you intend to attend.

ICHCA SA luncheon

ICHCA South Australia will be holding its first industry network luncheon for 2021 in Adelaide on Thursday 18 March. Stewart Lammin, Chief Executive Officer (CEO), Flinders Port Holdings will be speaking. Mr Lammin was appointed CEO in March 2018 after six years as General Manager of Flinders Ports. Stewart has a Master of Business Administration, sits on the board of the Spencer Gulf Ecosystem and Development Initiative and is Chairman of Ports Australia.

For more information and to book your place, go to the ICHCA Events page: <https://www.ichca-australia.com/events.html>

The luncheon is proudly sponsored by:



2020 Daily Cargo News Shipping & Maritime Industry Awards

The DCN recently held the postponed 2020 Shipping & Maritime Industry Awards. ICHCA Australia congratulates all winners, highly commended recipients, and finalists for the 2020 awards. Terry Tzaneros, founder and chairman of ACFS, was inducted into the Hall of Fame and Roy Cummins, CEO of the Port of Brisbane, was awarded Newsmaker of the Year.

ICHCA International and ICHCA Australia's Board member Sallie Strang's company Jaiota was highly commended in the Supply Chain Innovation & Technology Award for the development of an innovative high-security smart bolt seal. For more information on all the winners [see the DCN 2020 Winners magazine](#).

Industry giant announces his retirement

Qube Chairman Allan Davies announced recently that Maurice James will step down as Qube Managing Director on 30 June. "Maurice indicated his desire to retire early last year but agreed to stay on to lead Qube through the COVID-19 pandemic and to the conclusion of the Moorebank monetisation process," Mr Davies said. "This period has given the Board the opportunity to carefully identify his successor. After considering a range of external and internal candidates, the Board has unanimously chosen Chief Operating Officer Paul Digney to step up to Managing Director of Qube from July 1 this year."

Commenting on his decision to retire, Mr James said the time was right to step back as the monetisation of Moorebank is nearly complete and the company was recovering well from the effects of the pandemic. Incoming Managing Director Paul Digney said, "It has been a privilege to work with Maurice for over 20 years. I know I speak for many of us when I say Maurice has been a great leader and mentor to us during his time at Qube. I am very excited with the opportunity that the Board has given me to lead the fantastic Qube team into our next growth chapter."

Smooth transition to low sulphur marine fuels

The year 2020 saw a whole host of problems for maritime business sectors, but fuel problems were not at the top of the list. The International Maritime Organization (IMO), which had lowered the sulphur upper limit in marine fuels to 0.5% (from 3.5%), noted 13 months into “IMO 2020” in a recent press release, “One year on, indications are that the transition has been extremely smooth, a testament to the preparations of all stakeholders prior to the new rules entering into force.” In a release from the IMO, Mr. Roel Hoenders, Head of Air Pollution and Energy Efficiency, provided summary statistics. He noted that, “Through 2020, just 55 cases of 0.50% compliant fuel being unavailable had been reported in IMO’s Global Integrated Shipping Information System (GISIS).”

Many of these ships switched from using heavy fuels to Very Low Sulphur Fuel Oils (VLSFO), new IMO 2020-compliant blends created by refiners to meet maritime demand. Concerns about fuel quality, a big topic on the conference circuit in late 2019 and well into 2020, seemed not to have materialised in a big way. The IMO says, “Through 2020, and into 2021 to date, IMO has not received any reports of safety issues linked to VLSFO. But nevertheless, concerns about the new blends have been top of mind at the IMO.”

During 2020, an IMO correspondence group considered fuel oil safety issues (issues such as flashpoints are considered in the SOLAS convention) and the need for mandating requirements to ensure that marine fuels meet the required quality standards (detailed in the MARPOL convention). The report of the working group (MSC 102/6) will be discussed at the next session of IMO’s Maritime Safety Committee (MSC), MSC 103, in May 2021 and is available through the [IMODOCS web page](#).

New CEO for Sea Swift

Dr Rochelle Macdonald was recently named CEO of northern Australian shipping specialist Sea Swift. Earlier this month, Mid West Ports Authority announced Dr Macdonald was stepping down as CEO of the organisation after nearly three years.

Sea Swift chairman Steve Boulton said Dr Macdonald’s appointment followed an extensive recruitment process. “This is a key appointment for the business, and we are excited about the strength and experience of the combined executive team with Rochelle, Lino Bruno and Mark Hope,” he said. “I look forward to working closely with the executive team when Rochelle moves to Cairns and takes up her role in May.”

Dr Macdonald has more than two decades of experience in the ports and marine industries in Australia. Prior to her role at Mid West Ports Authority, she held senior management positions at North Queensland Bulk Ports and the Dampier Port Authority (now part of the Pilbara Ports Authority).

ECP study in the Port of Melbourne

Freight Victoria has announced that it will be undertaking an Empty Container Park (ECP) Study in the Port of Melbourne. The consultancy NineSquared, led by Phil Bullock, has been engaged to conduct the study, which follows their commitment at the Voluntary Performance Monitoring Framework (VPMF) Industry Workshop in December 2020 to plan for the expansion of the Framework to other parts of the Melbourne container supply chain.

NineSquared was recently involved in the NSW Empty Container Study and participates in the associated working group. The key objective of the project is to provide advice on how this part of the container freight supply chain should be considered in work to develop the Voluntary Port Performance Model (VPPM). Input from industry stakeholders will be sought as part of the work, particularly in regard to issues in the empty container supply chain, the development of a suite of performance indicators to improve transparency of performance, and other actions industry and government may take in the future.

If you would like to discuss any aspect of the proposed work, please do not hesitate to contact Freight Victoria at the Department of Transport via email at freightvictoria@transport.vic.gov.au.

Is the North Pacific the Bermuda Triangle for containers?



YM Efficiency coming into Port Botany in 2018. Source: Ian Ackerman/DCN

Lately we have seen a spate of containers being dislodged or damaged on-board container vessels transiting the North Pacific Ocean. For instance, since November 2020, five container-loss incidents have been reported on vessels involved in trans-Pacific crossings: *ONE Aquila* (approximately 100 containers), *ONE Apus* (approximately 1800 containers), *Ever Liberal* (approximately 40 containers), *Maersk Essen* (approximately 750 containers) and *MSC Aries* (approximately 40 containers).

Whilst there has been speculation that ultra large container vessels (ULCVs), which have a capacity in excess of 15,000 TEU, might become prone to lose or damage containers on deck in inclement weather due to their sheer size and dimensions, all the vessels involved in the North Pacific had a capacity of less than 15,000 TEU. The only ULCV container-loss incident so far has been the *MSC Zoe* (capacity 19,224 TEU), which lost 342 containers overboard in January 2019 in the North Sea during heavy weather. The Dutch Safety Board, the German Federal Bureau of Maritime Casualty Investigation and the Panama Maritime Authority (flag state of the *MSC Zoe*) have conducted an in-depth report (and accompanying video) which can be found [here](#). It offers a sobering look at all the factors that contributed to the loss of the containers.

Incidents in Australia

Closer to home, *APL England* lost approximately 50 containers overboard off the NSW coast in May 2020 and *YM Efficiency* lost approximately 80 containers overboard off the coast of Newcastle in 2018 in heavy weather. The *APL England* had previously lost 36 containers crossing the Australian Bight in 2016. In the case of the *APL England* incident in May 2020, the Australian Transport Safety Bureau concluded that many of the ship fittings (lashing eyes, lashing bridges and deck structures) were not in good condition.

In the case of the *YM Efficiency*, the ATSB investigation determined that the forces generated during the sudden, heavy rolling placed excessive stresses on containers stowed aft of the ship's accommodation. This resulted in the structural failure of containers and components of the lashing system, leading to the loss of containers overboard. The condition of the ship's lashing equipment was considered not to have contributed to the loss of containers. However, the investigation found that the weights and distribution of

containers in the affected bays were such that calculated forces exceeded allowable force limits as defined in the ship's Cargo Securing Manual (CSM). The investigation also identified that the stowage arrangement was not checked for compliance with the CSM's calculated lashing force limitations during the cargo planning process ashore.

So, what is the cause of these incidents and why this sudden spike in the North Pacific? Until we receive the incident reports from the relevant authorities (the flag state, classification society, shipping company) on each incident we can only speculate, but I would like to offer some comments.

Is it the weather?

It is well known that when encountering severe weather conditions, it is prudent to drastically reduce the ship's speed and face the prevailing sea state and wind, where possible, more or less head on. This minimises the effect the state of the sea has on the six degrees of freedom that a ship has (heave, sway, surge, roll, pitch and yaw) and consequently minimises the forces on the vessel and in particular on the containers stowed on deck.

Due to the recent increase in global demand for import containers, particularly in the US, container vessels crossing the Pacific have been loaded to full capacity and scheduling has been tight due to delays in vessel berthing (currently there are approximately 40 container vessels waiting off the port of Los Angeles/Long Beach). Could it be that having a fully loaded vessel along with pressure on masters to keep to tight schedules demanded by their owners, have meant that masters may be reluctant to slow down and/or alter course?

Weight problems?

Another theory is that on account that the vessels are fully loaded, the stack weights limits on deck have been exceeded causing container stacks to collapse in heavy weather. Insufficient lashing and deterioration of lashing and securing equipment (as was the case of the *APL England*), as well as incorrect declaration (usually *under* declared) of the weights of the containers by the shippers can all contribute to the container stacks coming apart and collapsing when subjected to the enormous forces experienced in extreme weather conditions.

Container ships are subject to pitching and rolling violently, as well as the phenomenon known as parametric rolling which can cause the ship to roll 30 to 40 degrees. This places enormous strain on the lashings and twist locks of containers, which are sometimes stacked 10 high on deck. Other possible causes include the increased incidence of so-called rogue waves encountered by vessels due to changing weather patterns caused by climate change? Climate change may also be gradually changing the weather patterns across our oceans causing deeper and more frequent, depressions.

I look forward to reading the investigation reports of these incidents when released in due course. In the meantime, it might be prudent for masters to heed the inclement weather conditions they are likely to experience, bearing in mind the limitations and particulars, such as stability (container vessels are usually very stiff which exacerbates the rolling), cargo capacity and deck stowage (a full deck increases the windage in heavy weather) of vessels under their command.

Peter van Duyn

The above article recently appeared in the Daily Cargo News. Since it was published another container ship the *Maersk Eindhoven* (capacity 13,000 TEU), after losing propulsion, has lost 260 containers overboard in the same area.

Additional empty container park capacity at the Port of Melbourne

The Port of Melbourne and Qube Logistics have secured a short-term agreement to make empty container capacity for up to 9,000 TEU available in the Swanson Dock precinct. A statement from the port said the 60,000-square-metre site is operational immediately under Qube's management. The agreement follows ongoing discussions between Port of Melbourne, Qube Logistics and Freight Victoria.

Port of Melbourne CEO Brendan Bourke said he was pleased that the parties were able to come to a solution that would help alleviate the backlog of empty shipping containers across the supply chain resulting from strong and sustained import volumes. "It's critical that the port supply chain is able to operate as efficiently and effectively as possible. Part of that is making sure that empty containers can be moved and utilised to enable the flow of goods into and out of the port," Mr Bourke said. "We have closely monitored land requirements for the supply chain throughout the pandemic. As a result, we've been able to reallocate a parcel of land for a period of time, which allows Qube to make use of the site while we work with industry towards longer-term solutions." Qube Chief Operating Officer Paul Digney said, "Qube is delighted to be part of the solution with the Port of Melbourne and we look forward to support from the industry."

Interim COVID-19 crew change arrangements to end

Interim COVID-19 arrangements permitting seafarers to serve longer than eleven months on board ships will end on 28 February this year, the Australian Maritime Safety Authority (AMSA) says. Under the Maritime Labour Convention, the normal maximum period a seafarer can serve aboard a vessel without leave is eleven months. During the past six months, AMSA has monitored the level of compliance and intervened to ensure the repatriation of seafarers whose duration on board was excessive.

General Manager of Operations Allan Schwartz said while flexibility was necessary when the COVID-19 pandemic began, keeping seafarers on board ships for longer than eleven months was unsustainable. "In our view, there has been sufficient time for ship operators to adjust to the COVID-19 world and develop new plans for seafarer repatriation and crew changes," Mr Schwartz said. "Seafarers have shouldered a heavy burden during the COVID-19 pandemic, maintaining global trade and keeping our economies moving by delivering the vital supplies that we all need," he said. "But it has come at a personal cost to the seafarers who have spent longer on board ships, unable to take shore leave due to mandatory quarantine and separated from their friends and families. It's time the seafarers are recognised for their efforts and we all make the effort to get them home on time."

Maritime Industry Australia CEO Teresa Lloyd said crew change was "exceptionally difficult right now; however, we support the tough line AMSA is taking to hold owners to account where crew are well over contract. The move by AMSA to wind back the flexibilities they have had in place is not unexpected, but we will monitor the situation carefully to see how reasonable it is," Ms Lloyd said. "Australia is not doing enough to facilitate crew changes happening here and shows little sign of that changing," she said. "Pushing that burden onto other nations where COVID is still crippling and at the same time removing what could be necessary flexibilities for owners, if other nations close borders again, could be a recipe for disaster."

Ms Lloyd said Australia needed a coordinated, practical, consistent crew change plan for the entire country. "Then there is no excuse for not getting crew changes done and AMSA can absolutely implement pre-COVID standards without any issue," she said.

Port of Melbourne withdraws its tariff rebalancing application

The Essential Services Commission (ESC) welcomes the Port of Melbourne (PoM) withdrawing its tariff rebalancing application. The ESC consulted on the port's application over four weeks between December 2020 and February 2021. During this process, a host of issues were raised by stakeholders leading to a series of discussions with the PoM over recent weeks, ultimately resulting in the withdrawal of the application. The commission notes the port's commitment to providing further opportunities to port users and other stakeholders to contribute to the process.

In a letter to the ESC, PoM CEO Brendan Bourke wrote: "In order to provide further opportunities for port users and other stakeholders to provide their views, PoM has decided to temporarily withdraw the rebalancing application and defer the proposed tariff adjustment from 1 July 2021 to a later date." Mr Bourke continued, "PoM looks forward to ongoing engagement with the ESC to ensure that it is able to continue to make efficient investments in port infrastructure in the long-term interests of port users and Victorian consumers."



Take us with you...

ForkliftAction: news, trading, networking for anyone who works with materials handling

The advertisement features a photograph of three workers in safety gear (hard hats and high-visibility jackets) standing in front of a forklift. To the right, a tablet displays the ForkliftAction website interface, which includes a navigation menu (NEWS, DIRECTORY, FORUMS, MACHINERY-OHQ), a 'SHARE' button, and a 'LOG IN / SIGN UP' option. The website content is organized into sections: 'YOUR FOCUS' with articles on 'Five Tips for Forklift Battery Maintenance', 'Evolution zones and pedestrian safety', and 'How fleet telematics improves forklift operations'; 'INSIDE FORKLIFTACTION' with a newsletter update; 'GLOBAL NEWS' with headlines like 'ForkliftAction.com upgrades website, Newsletter', 'Toyota upgrades IC forklift line', 'AWP standards postponed', 'Terberg announces new yard tractors', 'LEEA recognises achievements with 2019 Awards', 'SCLAA presents awards', 'Haulotte Shanghai staff get IPAF training', 'Company fined after accident', 'Ridco embraces virtual reality', and 'Forklift used to ferry giant panda'; and 'IN THE DISCUSSION FORUMS' with a post about a 'Hyster Rider' forklift. A 'Keep Moving' logo is also visible on the tablet screen.

Resignation of ALC Chief Executive Officer

The Australian Logistics Council (ALC) has announced that Chief Executive Officer Kirk Coningham OAM has decided to leave ALC effective from the end of May 2021. Following a successful but challenging 2020, Mr Coningham, has advised of his intention to leave the ALC to focus on other endeavours.

Over the course of the last three years, Mr Coningham has led the ALC and its activities to further the National Freight & Supply Chain Strategy, to develop the Freight Data Hub and the safety of our industry, and notably led the response to the COVID-19 pandemic. Kirk worked closely with governments (federal, state and local), ALC members and the industry more widely to remove the operational barriers presented by curfews and border closures in particular.

The board commends and thanks Mr Coningham for his leadership of ALC and services to the end-to-end supply chain industry. The board wishes him well in his future pursuits and looks forward to making a smooth transition to a new CEO in due course.

Autocare goes into voluntary administration

Autocare Services, a wholly owned subsidiary of LINX Cargo Care Group, was recently placed into voluntary administration. Autocare Services specialises in finished vehicle logistics. It provides on-wharf and off-wharf pre-delivery inspection services. The company said it processes more than 500,000 vehicles across Australia and handles more than 1 million vehicle movements per year. According to a statement from LINX, the decision to place Autocare Services into voluntary administration was necessary due to successive years of operating in volatile market conditions, declining vehicle volumes, and increasing operating costs, which have significantly impacted Autocare Services' ongoing financial viability.

Christopher Hill, Joseph Hansell and Ross Blakeley of FTI Consulting have been appointed as administrators. A statement from FTI Consulting said the administrators would conduct an independent assessment of the financial position and ongoing viability of Autocare Services. "The administrators intend to work with management and staff in continuing to trade the business while the review takes place," the statement said. "The administrators will seek to maximise the chances of Autocare Services exiting the voluntary administration process in a sustainable position."

LINX Cargo Care Group CEO Anthony Jones said Autocare Services continues to be significantly affected by the vehicle logistics market decline across the business' portfolio of processing, storage and transport services. "Autocare Services has been working closely with its customers, and the wider supply chain, to evolve the business in alignment with the changing market conditions; however, the material movement and volatility has been heightened by the ongoing COVID-19 pandemic," he said. "Voluntary administration can provide Autocare Services with a pathway for the tough, but necessary, change it needs for the evolution of its business model to keep delivering services valued by customers today, and into the future, to the Australian automotive industry." Mr Jones said LINX Cargo Care Group values Autocare Services as part of its wider group portfolio and is hopeful for the future of the business post the administration process.

Updates from the Department of Agriculture, Water and the Environment

Import supply chain round table

Last Friday (26 February) an urgent meeting was convened by the Department, chaired by Andrew Tongue, Deputy Secretary, Biosecurity and Compliance Group, with a large number of industry associations including ICHCA Australia. Discussions were centered on how to address the current challenges faced by industry and the Department on biosecurity issues, and how to move forward in managing these risks and protecting Australia's unique position against so-called hitchhiker pests. Further discussions (in smaller groups) will be held in future.

If you would like some input into these discussions, please contact Peter van Duyn.

Inspector General of Biosecurity Review

ICHCA Australia was consulted during 2020 by the Inspector General of Biosecurity Mr Rob Delane for input on the review of the adequacy of the Department's operational model to effectively mitigate biosecurity risks in evolving risk and business environments. This review has been finalised and the report is available on the IGB [website](#).

Khapra beetle

The Department is implementing urgent actions to address the risk of khapra beetle (*Trogoderma granarium*), with additional funding. The Department is currently working through what the revised measures for shipping containers will involve.

The table below indicates the **Phase 6A khapra beetle measures**

Implementation date	Details
12 April 2021 (exported on or after 12 April 2021)	FCL/FCX containers carrying high-risk plant products loaded in a khapra beetle target risk country must undergo mandatory offshore treatment prior to arrival in Australia.
To be advised	FCL/FCX containers shipped from a khapra beetle target risk country and destined to a rural grain growing area of Australia will also need to undergo mandatory offshore treatment prior to arrival in Australia. We will advise industry of the implementation date for this stage as soon as possible.

For more information go to: <https://www.agriculture.gov.au/pests-diseases-weeds/plant/khapra-beetle/urgent-actions>

ICHCA Contacts

ICHCA Australia Chairman

John Warda
Mobile : 0417 875 113
Email : jpwarda@bigpond.com

Company Secretary

Peter van Duyn
492 George St, Fitzroy VIC 3065
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

State co-ordinators

New South Wales

Marcus John
Mobile: 0413 486421
Email: marcus.john@thomasmiller.com

South Australia

Michael Simms
Mobile: 0418 802 634
Email: simms.michael@flindersports.com.au

Queensland

Sallie Strang
Mobile: 0412 604 842
Email: sallie.strang@jaiota.com

Victoria

Peter van Duyn
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

Western Australia

Jamie Bradford
Mobile: 0400 198 186
Email: Jamie.bradford@matmangroup.com.au

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Our contact with you

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