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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 International newsletter

For the latest news from ICHCA International, here's the link to the December 2020 newsletter: [Inside ICHCA International - December 2020 \(ichca-news.com\)](#)

### More ships lose containers overboard

After the recent loss of containers in heavy weather on the *m/v ONE Apus*, an Evergreen Marine containership lost 36 containers over the side after the vessel encountered severe weather off the coast of Japan. The container loss incident took place on Wednesday, December 31, as the *m/v Ever Liberal* sailed from Busan, South Korea bound for Los Angeles, California.



In a statement, Evergreen said the ship encountered strong winds about 20 nautical miles off Kyushu, Japan, causing 36 containers to fall overboard and another 21 to collapse on the deck of the ship. The company said the *Ever Liberal* diverted to the Port of Taipei to survey the damage before resuming its journey to Los Angeles. The *m/v Ever Liberal* has a capacity of 8,452 TEU and it is registered in the United Kingdom. It was built in 2014.

*m/v Maersk Essen* Photo: courtesy W. K. Webster & Co Ltd

There are calls for an urgent review of container lashing practices and stack height restrictions after another box ship lost a huge number of containers in the Pacific Ocean. On 16 January, the 13,092 TEU *Maersk Essen*, en route from China to Los Angeles, lost approximately 750 containers during heavy seas. A Maersk spokesperson said, "...all crewmembers are safe, and a detailed cargo assessment is ongoing..." as the ship continues its voyage. According to a FleetMon report, up to 100 containers have been sighted drifting north-west of Honolulu. In their mostly submerged state, they will remain a serious hazard to small craft. This is the third such serious incident on this trade lane in less than two months. The worst incident was the loss of more than 1,800 containers from the *ONE Apus* on 30 November.

According to a World Shipping Council report in November, an average of 1,382 containers are lost at sea each year from around 5,000 container vessels in operation. The *Maersk Essen* is deployed on the 2M Alliance's biggest Asia to US west coast string. "We view this as a very serious situation which will be investigated promptly and thoroughly," said Maersk, adding that it would "be taking any necessary steps to minimise the risk of similar incidents in the future". However, there seems little doubt that current practices for lashing and securing containers onboard large containerships are no longer fit for purpose with the increasing frequency and severity of bad weather, particularly on the Pacific. Containerships can be subject to pitching and rolling violently, as well as a phenomenon known as parametric rolling, which can see the ship roll 30 to 40 degrees or more. Such powerful forces can easily snap lashings and the locks of a 10-high container stack, resulting in containers going overboard and damage to the boxes remaining on deck.

A report of an investigation into the January 2018 loss of 137 containers in the Pacific from the UK-flagged 13,460 TEU *CMA CGM Washington* was published last year by the UK's Marine Accident Investigation Branch (MAIB). It concluded that the collapse of container stacks was caused by a number of factors, including excessive racking loads. Moreover, a recent paper published in the *Journal of Ocean Engineering and Technology* concluded that due to the risks associated with dynamic stability on container vessels, including parametric rolling, new containerships were likely to feature "reduced onboard cargo volumes in comparison to existing ships". The authors added that there was "a great possibility that they [existing ships] will be forced to decrease their onboard cargo volume or operating speed".

## Shippers urged to take more responsibility for supply chain safety

International freight transport and logistics insurer TT Club wants cargo owners to be more aware of safety issues arising from poorly packed containers and misdeclared goods. Urging them to make good practice in the supply chain part of their ESG (environmental, social and governance) policies.

TT Club's analyses consistently indicate that two-thirds of incidents related to cargo damage are caused or exacerbated by poor practices at the time of packing goods into a freight container. Such supply chain malpractice results in multi-million-dollar losses, including tragic containership fires with loss of seafarers lives and significant delays. Extrapolating from known figures, all such incidents are estimated to result in economic losses exceeding US\$6 billion per year. Cargo interests, including retailers, manufacturers, traders, exporters and particularly importers, which rely so heavily on the global supply chains that transit thousands of miles of ocean and land transport, need to take responsibility to ensure the risks are mitigated.

"The dangers are not just restricted to chemical cargoes, such as those used in paints, cosmetics, cleaning products, fertilisers, weedkillers and aerosols of all types. A wide variety of consumer goods, as well as components used in the manufacture of industrial products, domestics white goods and automobiles, if incorrectly handled in transit can cause major disasters," comments Michael Yarwood, Managing Director, Loss Prevention at TT Club. "The list is long and often surprising – BBQ charcoal, battery powered electronic devices, fireworks, hand sanitiser, wool, cotton, vegetable fibres, marble, granite and other building materials, fishmeal, seed cake and many more. Those involved in sourcing, importing, storing, supplying or selling such commodities should ensure their procurement and logistics standards are of the highest level."

"So, what are 'industry standards'? The simple answer is the Code of Practice for Packing of Cargo Transport Units (CTU Code)," advises Yarwood. "This is a joint publication of IMO, ILO and UNECE. It provides comprehensive information on all aspects of packing and securing of cargo in freight containers and other transport units across all sea and land transport modes. The Code guides not only those responsible for packing and securing cargo, but also those who receive and unpack the goods. It also addresses the vital issue of correct description and declaration of the goods, including any specific information about the treatment of dangerous goods."

The full CTU Code is most comprehensive, but for those wishing to navigate it for guidance on their particular function or commodity, it might appear a little complex, especially for those unfamiliar with the processes. Along with its partners in the Cargo Integrity Group\*, TT Club has therefore compiled a '**Quick Guide**' to the Code. This includes a Checklist of actions and responsibilities specifically for those packing cargoes in freight containers. The aim is to make the Code accessible to as many operatives as possible, encouraging them to adhere to the good practices specified therein.

The complexity of supply chain relationships across the globe makes it no easy task to achieve material change in behaviour and practice. It is recognised that beneficial cargo owners, and in particular buyers and retailers, often hold an influential position in the supply chain and can exercise control on the way that specifications and contracts are drawn up between entities. They are regarded as vital in disseminating good practice information and insisting on compliance by those suppliers of goods and services who they employ either directly or indirectly. The Global Shippers Forum (GSF) represents the interests of cargo owners in international supply chains. James Hookham, Secretary General, recognises the crucial role cargo owners have in promoting high standards of safe and ecologically responsible container packing, stating, "In addition to the serious health and safety risks already described, poorly packed containers can also cause damage to adjacent cargoes in the event of incident and have been a cause of major consequential losses for shippers. GSF played a leading role in the development of the advice in the CTU Code and contributed to the writing of the 'Quick Guide' and the Container Packing Checklist."

Furthermore, combatting the inadvertent transfer of invasive plant and animal species via contaminated cargoes and shipping containers is now a major priority for many governments around the world anxious to

protect vital economic and ecological industries in agriculture and natural resources. The CTU Code and the associated guidance material set out practical steps that can be taken to minimise this real and serious threat to trading nations. James Hookham concluded, “Insofar as these practices will help minimise the impact of cargo movements on the environment and on people that come into contact with them, they are a valid item for inclusion on the ESG agenda of all responsible businesses.”

\*Container Owners Association (COA), the Global Shippers Forum (GSF), the International Cargo Handling Co-ordination Association (ICHCA) and the World Shipping Council (WSC).

**TT Club is a premium member of ICHCA Australia and ICHCA International.**

## Wallenius Wilhelmsen to bring ships out of cold lay-up

Norwegian ro-ro shipping company Wallenius Wilhelmsen says it will be returning ships from cold lay-up as market conditions improve. In response to the COVID-19 outbreak, Wallenius Wilhelmsen has put a total 16 ships into cold lay-up and scrapped another four in the company’s 123-ship fleet. Now nine of those are now expected to return to service.



*Photo: courtesy Wallenius Wilhelmsen*

“While the pandemic is still very much part of our reality, reduced capacity and rising rates in the charter market have led to the decision to bring up to nine of our vessels back into service so we can continue to deliver competitive solutions for our customers,” the company said in a statement.

Plans are to reactivate the vessels during the first quarter of the year. “Flexibility in the fleet has been a core strategic choice since the inception of Wallenius Wilhelmsen, ensuring our ability to adjust the fleet to our needs and shifting market demand,” said Craig Jasienski, CEO of Wallenius Wilhelmsen. The company has also reaffirmed its commitment to take delivery of its fourth and final HERO-class vessel, a next-generation roll-on/roll-off carrier, later this year.

## New editor for the DCN

Ian Ackerman has rejoined the DCN as editor, replacing David Sexton who held the position from 2015 to 2020. Mr Ackerman was previously deputy editor and senior journalist on the DCN, and journalist on Lloyd’s List Australia. He has also worked on myriad other news publications in Australia, Turkey and elsewhere.

DCN publisher Lloyd O’Harte said Mr Ackerman’s appointment marks the start of a new era for the publication. “We are very happy to have Ian onboard. He has years of experience reporting on the Australian shipping and maritime logistics industry and will be a valuable addition to the DCN team,” Mr O’Harte said. Mr Ackerman said, “It’s a tremendous honour to be appointed editor of the DCN, with its history stretching back to 1891. These are big shoes to fill and I hope to live up to the high standards that my estimable predecessors have set”.

## Forkliftaction special report

Global news service Forkliftaction, has published an in-depth report on the state-of-play for the materials handling industry going into the new year. The comprehensive report provides a round-up of the leading

materials handling news stories from 2020 and shares expert insights into what can be anticipated for the industry in 2021.

“As we enter a new year, the only thing we can be sure of is uncertainty. Last year showed that predictions can be futile, and that the materials handling sector needs to be resilient and resourceful,” says Forkliftaction News editor Allan Leibowitz. “While materials handling has fared better than many industries in the wake of COVID-19, there’s no doubt the year ahead will be challenging.”

You can find the industry report, ‘A year like no other’, [here](#).

**Forkliftaction News**, the global news service entirely dedicated to materials handling, offers 73,500+ professionals a place to connect, trade and stay informed. Subscription is free.



The advertisement features three workers in safety gear (hard hats and high-visibility jackets) standing in front of a blue forklift. To their right is a tablet displaying the Forklift Action website interface. The website shows a navigation bar with 'NEWS', 'DIRECTORY', 'FORUMS', and 'MACHINERY-ON2'. Below the navigation bar, there are sections for 'YOUR FOCUS' (with articles like 'Free Tips for Forklift Battery Maintenance'), 'INSIDE FORKLIFTACTION' (with an article about 'Exclusion zones and pedestrian safety'), and 'GLOBAL NEWS' (with articles about 'Torjaco upgrades IC forklift line' and 'Torjaco announces new yard tractors'). A 'Keep Moving' graphic is also visible. At the bottom left of the image is the '20 YEARS FORKLIFT ACTION powering growth' logo, and at the bottom right is a blue button that says 'subscribe free'.

## Funding for women’s leadership development available

Funding is available through Women & Leadership Australia to support the development of female leaders across Australia’s transport and logistics sector. The initiative is providing women with grants of between \$1,000 and \$5,000 to enable participation in one of three leadership development courses designed for emerging through to senior leaders.

The scholarship funding must be allocated by the end of March 2021.

Find out more and register your interest by completing the Expression of Interest form prior to 19 March 2021, found here: <https://www.wla.edu.au/transportlogistics.html>

## New harbourmaster at Fremantle Ports

Fremantle Ports’ new harbour master, Captain Savio Fernandes, is a master mariner (Class 1) with an extensive career in maritime operations and he has a Diploma for Harbour Masters from Lloyd’s Maritime Academy – UK. Captain Fernandes started his career at sea in 1991 as a junior officer on oil/chemical

tankers and bulk carriers. He spent the past four years of his sea-going career as a master in command of oil tankers trading worldwide. He spent more than seven years in Italy as a marine/vetting superintendent and HSEQ co-ordinator for Navigazione Montanari, an Italian shipping company.

“Working for WA’s premier port is by itself an exciting opportunity and great challenge,” Captain Fernandes said. “I look forward to further enhancing Fremantle Ports’ reputation for safe and efficient port operations and my knowledge of WA legislation, through working in Port Hedland, will be an advantage. Captain Fernandes takes over from Deputy Harbour Master Captain David Heppingstone who has been acting in the role.

## Tilting rotor sails installed on SC Connector



Photo: courtesy Norsepower

Finnish-based Norsepower has installed the world’s first set of tilting rotor sails on board the SEA-CARGO roll-on/roll-off carrier *SC Connector*. The 35-metre Rotor Sails will provide auxiliary wind propulsion leading to reduced fuel consumption, fuel costs and carbon emissions reductions of up to 25%. In favourable wind conditions, the vessel will be able to maintain its regular service speed by sail alone, according to Norsepower.

The tilting feature allows the *SC Connector* to navigate height-restricted routes while in operation in the North Sea market. *SC Connector*, which sails between Western Norway, Denmark, the Netherlands and Sweden and Poland, transits under multiple bridges and powerlines, requiring adaptation of the Rotor Sails to tilt to almost horizontal when required.

Norsepower’s Rotor Sail Solution is a modernised version of the Flettner rotor, a spinning cylinder that uses the Magnus effect to harness wind power to thrust a ship. “Completing the installation has been extremely rewarding, as it reflects how, in taking a collaborative approach with a customer, we can innovate to create solutions that allow Rotor Sails to benefit almost any vessel type or trading route,” said Tuomas Riski, CEO of Norsepower. “As we get closer to 2030 IMO targets, we are seeing our technology gaining momentum – with the market seeing the flexibility we can provide to suit different vessel requirements. This installation demonstrates the technology can go a long way to future proofing IMO GHG compliance, while ensuring significant emissions, and fuel reductions to a variety of vessel profiles today.”

The installation on board the *SC Connector* marks Norsepower’s fifth installation. The company also has an order to install a record five Rotor Sails on board a newbuild bulk carrier, marking the first newbuild to be equipped with the technology.

“We are focussing on utilising available renewable energy and using it for direct propulsion to design more environmentally friendly vessels,” added Ole Sævil, Managing Director at SEA-CARGO. “The Rotor Sail technology has been proven in the market for a while, but the size is unique for our project. The sails are far more efficient than conventional sails of the same size and the tilting function is essential to our voyage routes. Given the estimated emissions savings, we will use our experience of this full-scale project and proceed to develop it further for other vessels in our fleet.”

## Carnival Cruise Line extends sailing suspension

Carnival Corp's flagship cruising brand extended its pause on US departures through to the end of April and shelved operations in Australia through to mid-May amid lingering pandemic concerns. Carnival Cruise Line also cancelled European trips on *Carnival Legend* that had been poised to start in May, and delayed trips on *Mardi Gras* from Port Canaveral, Florida, until the end of that month, according to a recent statement. The announcement is the latest in a long line of delays since the entire industry essentially went on hold in mid-March 2020. In the pandemic's early days, outbreaks on ships killed customers and crew and turned some vessels into pariahs that no port would accept.

With the vaccine rollout just beginning in earnest, many of the companies seem to be writing off a significant part of 2021, having raised billions of dollars in debt to keep themselves solvent. Even when they start taking customers again, Carnival Chief Executive Officer Arnold Donald has said that any resumption is likely to be gradual. Yet Carnival said earlier this month that cumulative advanced bookings for the first half of 2022 are now ahead of 2019 levels, reflecting pent-up demand.

## Additional funding announced to fight the khapra beetle

The federal government has injected an additional \$14.5 million into border biosecurity measures in an attempt to keep out the khapra beetle grain pest. Agriculture Minister David Littleproud said in a statement that detections of the pest at international borders were increasing worldwide, and an outbreak in Australia could cost more than \$15.5 billion over 20 years.

He said the \$14.5 million - to be spent over the next 18 months - would go into additional resources for cargo inspections, rapid diagnostic technology, surveillance, and operational system enhancements. "It is a devastating pest of stored grains and dried foods," Mr Littleproud said. "However, like the brown marmorated stink bug, it has increasingly been found hitchhiking outside these food sources in containers and packaging."

The khapra beetle is second on Australia's priority plant pest list, and at the top of Australia's plant priority pest list for grains. The beetle is native to India but has spread across large parts of the world. Grain Growers Chief Executive David McKeon welcomed the fresh funding, saying it would help protect Australia's \$14.2 billion grain industry. "Being an island, we're free of many pests and diseases ... it's important to keep that pest-free status because there's a lot of market sensitivities in a lot of our key international grain markets," Mr McKeon told AAP. "It's important we maintain the premium status of our grains. The risks faced by the Australian grain industry are increasing over time as we see increased container movements internationally."

## Updates from the Department of Agriculture, Water and the Environment

### **Service levels**

Industry is reporting delays in services provided by the Department of Agriculture, Water and the Environment. Delays are being experienced in document processing time (especially for Imported food shipments), inspection booking availability and issuance of post treatment releases, amongst other delayed services. This is now reflected in the following Industry Advice Notice – **refer IAN 13-2021**.

As outlined in the Industry Advice Notice, the department has seen unprecedented demand for their services with increases in document assessments, imported food shipments and self-assessed clearances (SACs). The measures referenced by the Department across the short, medium and long term are expected to lead to an improved service standard.

## ***Khapra beetle***

The Department is implementing urgent actions to address the risk of khapra beetle (*Trogoderma granarium*) and is providing additional funding, as discussed above. The Department is currently working through what the revised measures for shipping containers will involve. A range of measures are being considered, including possible treatment options. At a recent Department Cargo Consultative Committee (DCCC) meeting with industry, the Department undertook to consult with stakeholders on the proposed measures for containers over the coming months. These consultations will provide industry with the opportunity to ask questions and provide feedback about the proposed measures. The first workshop will take place in early February. ICHCA Australia will be participating in this workshop and if you would like some input, please advise ICHCA Australia's representative on the DCCC, Peter van Duyn.

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

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### Our contact with you

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