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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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## Safe container loading practices

The container transport and logistics industry has stepped up to support heavy vehicle safety, releasing a coordinated campaign to raise awareness and good practice in safely packing shipping containers heading to and from Australian ports. Deputy Prime Minister and Minister for Transport, Infrastructure and Regional Development Michael McCormack welcomed the 'Safe Container Loading Practices & Heavy Vehicle Safety' campaign. "This is a great initiative by the container transport and logistics industry to support heavy vehicle safety," the Deputy Prime Minister said. "Container transport is forecast to double over the next 12 years and with 80 per cent carried by Australian heavy vehicles, it's vital cargo inside containers is properly secured and not overloaded."

The campaign is being delivered by Container Transport Association of Australia (CTAA), Freight & Trade Alliance (FTA), and the Australian Peak Shippers Association (APSA), with support from ICHCA Australia. Six supporting online training and information modules were produced by WiseTech Academy covering the impact of unsafe container loading practices, international conventions, heavy vehicle laws, chain of responsibility, packing to minimise risk, and truck rollover prevention.

NHVR (National Heavy Vehicle Regulator) CEO Sal Petrocitto said the online course and associated resources, including a safe container packing checklist, would contribute to reducing the risks of load shifts, road accidents and breaches of mass limits. "The container transport and logistics industry is a vital part of many heavy vehicle supply chains and plays a key role in heavy vehicle safety," Mr. Petrocitto said. "This awareness campaign provides practical steps to ensure that cargo inside shipping containers is packed properly and restrained securely to avoid an accident when the container is transported on a public road."

To view the 'Safe Container Loading Practices & Heavy Vehicle Safety' campaign, including information on the upcoming Webinars, visit: <https://ftalliance.com.au/safe-container-loading-practices-heavy-vehicle-safety>.

A similar campaign is currently underway overseas where ICHCA International, the Container Owners Association, the Global Shippers Forum, the TT Club and the World Shipping Council are co-operating on a range of activities to further the adoption and implementation of the CTU (Cargo Transport Units) Code. The five organisations recently published a 'Quick Guide' to the CTU Code together with a checklist of actions and responsibilities to guide packing cargo in freight containers.

The 'Quick Guide' can be downloaded from here: [http://www.worldshipping.org/industry-issues/safety/CTU\\_Code\\_-\\_A\\_Quick\\_Guide\\_September\\_2020.pdf](http://www.worldshipping.org/industry-issues/safety/CTU_Code_-_A_Quick_Guide_September_2020.pdf)

## AMSA bans another vessel

The Australian Maritime Safety Authority (AMSA) recently banned the Panama-flagged bulk carrier *AC Sesoda* for deliberately underpaying its crew by more than AU\$118,000 (about US\$86,100), which the ship's operator attempted to conceal from authorities. AMSA boarded the ship at Mourilyan in Queensland on September 10 to investigate allegations about underpayment. During AMSA's investigation, evidence was collected which confirmed that several crew had only been paid half of their wages since October 2019.

The ship's master and Sincere Industrial Corporation, the ship's manager, attempted to conceal the underpayment from AMSA inspectors by only producing a fabricated wage record which indicated that these seafarers had been paid in full. A second wage record showed that these seafarers had in fact been deliberately underpaid, while some senior members of the crew had been paid above their agreed rates. The ship was detained by AMSA and the operator was directed to pay the outstanding wages. Since then, AMSA has received evidence that crew had been paid the outstanding wages and a rectification action plan developed by the operator to ensure the same failure did not happen again.

AMSA General Manager Operations Allan Schwartz said the ship was released from detention and issued with a 12-month ban, prohibiting it from entering an Australian port. “This is the fourth ship that we have banned this year for serious and shameful breaches of the Maritime Labor Convention,” Schwartz said. “It’s hard to believe that some operators still think that it is acceptable to underpay their seafarers. AMSA will not tolerate such deliberate and deceitful mistreatment of seafarers on ships that sail in Australian waters.”

*AC Sesoda* has now joined a long list of ships, including most recently the *Unison Jasper*, *TW Hamburg* and *Agia Sofia*, which have been banned from Australian ports after being caught treating their seafarers like modern-day slaves. “We are sending a simple message to operators: Pay your crew properly, treat them respectfully and comply with the requirements of the Maritime Labor Convention or you will not be welcome in Australia.” Mr Schwartz said.

## Maersk global shake-up

Maersk is embarking on a massive global re-organisation that will see two historic group brands disappear, greater consolidation of back-office services and, according to overseas reports, up to 27,000 jobs affected worldwide. The Danish container giant announced recently that it would subsume the Safmarine and Damco identities, integrating the former’s Africa-centred shipping activities into the Maersk brand and moving the latter’s airfreight and Less than Container Load (LCL) supply chain products into the Maersk logistics and services portfolio.

Reefer-focused Hamburg Süd and South America-based Aliança will remain independent brands with differentiated service models, and Sealand – a Maersk Company, will remain as a separate brand under A.P. Moller – Maersk, operating intra-regional and feeder services. However, regional and local functions such as pricing, finance and human resources will be combined.

Maersk says the transformation is aimed at creating “a more seamless experience across your supply chain. With all our products and services under one roof, there will be fewer handovers, leading to more optimised delivery of our services and making your supply chain flow with increased efficiency and resilience. We are committed to bringing our collective expertise to you. Sharing best practices and capabilities as a single team will allow us to continue to develop products and services designed to help you stay ahead and in control,” the company said.

## Shipping’s GHG emissions to be included in EU’s carbon market

The European Parliament recently voted in favour of including greenhouse gas emissions (GHG) from the maritime sector in the European Union’s (EU) carbon market from 2022, throwing its weight behind EU plans to make ships pay for their pollution.



Photo: Shutterstock

Shipping is the only sector which does not face EU targets to cut emissions, but it is coming under increased scrutiny as the bloc attempts to steer industries towards its plan to become “climate neutral” by 2050. In a recent vote, EU lawmakers said the bloc’s carbon market should be expanded to include emissions from voyages within Europe, as well as international trips that start or finish in an EU port. This would force shipowners to buy EU carbon permits to cover these emissions.

Plans to reel shipping into the scheme are gathering momentum, despite pushback from industry. A draft European Commission document confirms plans to expand the scheme to “at least intra-EU maritime

transport". This would likely happen through a package of market reforms the Commission will propose by June 2021. The expansion of the scheme may take until 2023 to implement, officials said. That would coincide with a deadline for the UN shipping agency, International Maritime Organization (IMO), to publish a plan on global emissions-cutting efforts for the sector. If left unchecked, the IMO has said CO<sub>2</sub> emissions from maritime transport could increase by up to 250 per cent by 2050 from 2012 levels – a trajectory that could thwart global goals to curb climate change.

## Ports Australia launches sustainability guide

Ports Australia has released a new guide that provides Australian ports with a systematic and robust approach to sustainability as they prepare their strategies or evolve the work they've already done. The guide, developed by the Ports Australia Sustainability Working Group with assistance from Sprott Planning and Environment, presents a four-stage methodology that is evidence based and has been applied at numerous ports and workshopped at conferences.

Chief Executive Ports Australia Mike Gallacher said Australia's ports were economic foundations facilitating over 98 per cent of our physical trade. "But they are also community members and environmental partners," Mr Gallacher said. "Ports exist in communities and they are part of those communities. They also operate in some of our most beautiful and important natural environments," he said. "We recognised that sustainability, just like the ports sector, is unique. There is no one size that fits all, which is why this guide had to be made adaptable to suit any port wanting to future-proof their business."

Chair of the Sustainability Working Group Simona Trimarchi said the guide provides a very practical 'how-to' on sustainability. "It gets into the detail of how to start looking at sustainability for your business, how to define sustainability, and then how to develop a logical and structured plan on how to advance it over time," Ms Trimarchi said. "It also includes the ethos of sustainability principles, how to make actions practical and results tangible, as well as looking at the United Nations Sustainable Development Goals and how to factor what they mean into your specific port business."

The guide can be downloaded here from the [Ports Australia website](#).

## Disruption on the waterfront

Recent industrial action by the Maritime Union of Australia (MUA), a division of the Construction Forestry Maritime Mining and Energy Union, is causing havoc at container ports around Australia. Port Botany seems to be affected the most with vessels delayed for up to two weeks and Maersk Line's decision not to accept bookings for Port Botany as their vessels are bypassing the port for the next two weeks. Other vessels are being diverted to other ports such as Brisbane and Melbourne which results in additional costs for importers and exporters.

The initial dispute about the new Enterprise Agreement (EA), was with container stevedore DP World; however, a threat by DP World to take the dispute to the Fair Work Commission (FWC) resulted in the MUA suspending all industrial action and an agreement between the parties does seem to be imminent. Patrick Terminals now seems to be the main target of the union and is also subject to protected industrial action over their EA negotiations. Patrick asked the FWC to intervene and conciliation resulted in all industrial action being suspended till the 26<sup>th</sup> of October with further discussions to take place between the parties.

The delays are exacerbated by weather delays and vessels being off schedule as well as congestion at the Empty Container Parks in Greater Sydney, which are at full capacity. Due to the costly vessel delays a number of shipping line have now introduced a 'port congestion surcharge' at Port Botany of up to US\$350 per full TEU.

## New director for Shipping Australia

Captain Sunil Dhowan has been appointed as a new director of Shipping Australia Limited (SAL). Sunil, who is the head of Port & Cargo Operations, Oceania – Wallenius Wilhelmsen Ocean, began his sea-going career in 1978. His experience includes crewing general cargo, bulk, container, and ro-ro ships. He has visited almost all ports in Australia during his sailing days and he earned his Master Class 1 and Class 4 from Sydney, before coming ashore in 1992. In his current role he has been heavily involved with biosecurity issues. He contributed to Wallenius Wilhelmsen being awarded the Australian Biosecurity Award by the Department of Agriculture for brown marmorated stink bug management. Sunil has also served as the chair of SAL's Victorian state committee for three years.

Shipping Australia Chairman Scott Henderson commented: "All the directors of Shipping Australia will join me in welcoming Sunil to the board. He is very knowledgeable about shipping and he was very proactive as a SAL state chair in Victoria. Having known Sunil for many years, I am confident that he will be a great addition to the team."

## New website for maritime industry jobseekers

Australia depends on sea transport for 99 per cent of our exports and a considerable proportion of our domestic freight also relies on coastal shipping. To help manage the large number of jobs associated with the maritime industry in Australia, [Jobseekers](https://www.jobseekers.com.au/), an online portal for recruitment was launched recently. The resumes of candidates are scanned into the online job portal and recruiters can sort out potential applicants by using the 'favourite' feature on the website. The portal is user-friendly: both parties just need to register, choose a plan (free or paid) and then proceed with the recruitment process. The portal provides alerts for emails and recruiters and applicants can communicate directly through the portal for any queries.

Director David Bendall said an industry as diverse and widespread as the maritime industry needed focus points, especially in such a large and diverse country as Australia. "Jobseekers offers just that – a central point for all those looking for or offering jobs in the maritime industry," Mr Bendall said. "I am very pleased to introduce this marvellous new website to the maritime industry."

This site has the capacity to list jobs on offer, or required, for the entire maritime industry, including international managers, lawyers, accountants, waterfront workers, marketers, ship agents, naval architects and others. "All these facets of the industry are changing as the impact of technological development filters through," Mr Bendall said. "The demand for skilled and experienced people is continuing right across the industry. We need to attract and train younger people and Jobseekers.com will provide the portal to those looking to broaden their experience and grow their careers."

The portal can be found here: <https://www.jobseekers.com.au/>

## Mackay to benefit from investment in infrastructure projects

North Queensland Bulk Ports Corporation (NQBP) Chief Executive Officer Nicolas Fertin said new infrastructure projects will strengthen Mackay port's capabilities to handle diversified trade. "The State Government, through NQBP, has approved a \$17 million package of infrastructure works that will boost the regional economy and increase opportunities for attracting trade to the region," Mr Fertin said. "The projects include construction of a new tug berth facility; upgrades to Wharves 1 and 4; seawall repairs; and essential maintenance dredging. Additionally, we will be investing in upgrading the Hay Point administration building that houses Vessel Traffic Services. The creation of a tug berth facility inside the port and the wharf works will boost the efficiency of the port for current trade and position the port to continue to grow – whether for new, breakbulk trade or existing commodities such as fuel, sugar and grain," Mr Fertin said.

Mr Fertin said Mackay’s multi-commodity port continues to build momentum in growing and diversifying its trade, with the volumes in the past financial year the second-best on record. “These works will further strengthen the port’s role as a key part of the Mackay economy and as a gateway to the central Queensland region,” Mr Fertin said.

NQBP is a Queensland Government-owned corporation also responsible for the strategic ports of Abbot Point, Hay Point and Weipa in far north Queensland.

## Patrick to extend lease at East Swanson Dock

Patrick Terminals has extended its lease at East Swanson Dock, securing its position at Port of Melbourne until 2066. The announcement came in a statement from Qube Holdings which owns 50 per cent of Patrick. According to the statement, the arrangements secure Patrick’s long-term strategic footprint at East Swanson Dock and an adjoining Coode Road logistics site.

The Coode Road logistics site is to be developed to deliver rail capacity and to interface with Patrick’s container terminal. Patrick has entered a development deed with the Port of Melbourne to co-fund and build the rail terminal as part of the broader Port Rail Transformation Project to increase rail modal share in Melbourne. The rail terminal is expected to be complete by mid-2023. No financial details of the arrangement were released in the statement.



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. The website header includes the logo, navigation menu (NEWS, DIRECTORY, FORUMS, MACHINERY-ONQ), and social media links. Below the header, there are sections for 'YOUR FOCUS' (Five Tips for Forklift Battery Maintenance, Exclusion zones and pedestrian safety, How fleet telematics improves forklift operations, Find things first), 'INSIDE FORKLIFT ACTION' (You've probably already noticed that this week's newsletter looks a bit different...), 'GLOBAL NEWS' (Forkliftaction.com upgrades website, Toyota upgrades IC forklift line, AWP standards postponed, Terberg announces new yard tractors, LEA recognises achievements with 2019 Awards, SCLAA presents awards, Haulstar Shanghai staff get IPAF training, Company fined after accident, Radee embraces virtual reality, Forklift used to ferry giant panda), and 'ANNOUNCEMENTS' (New opportunities for Forkliftaction advertisers). At the bottom left is the '20 YEARS FORKLIFT ACTION powering growth' logo, and at the bottom right is a 'subscribe free' button.

## Governments urged to act on crew change crisis

In a statement issued to the General Assembly of the United Nations, the secretary-general of the International Maritime Organization has called on governments to take swift action to resolve the crew change crisis. Mr Lim says a “humanitarian crisis is taking place at sea and urgent action is needed to protect seafarers’ health and ensure the safety of shipping”.

It is estimated that more than 300,000 seafarers and marine personnel are currently stranded at sea and unable to be repatriated despite the expiry of their contracts. A similar number of seafarers have been unable to join ships and relieve them. This is due to restrictions imposed by several governments in the wake of the COVID-19 pandemic, including restrictions on travel, embarkation and disembarkation in ports, quarantine measures, reductions in available flights, and limits on the issuing of visas and passports.

Some seafarers have now been on board their ships for more than 17 months, exceeding the 11-month limit set out in the Maritime Labour Convention. Many have been denied proper access to medical care and shore leave, in breach of their rights under the MLC and other international instruments. “Overly fatigued and mentally exhausted seafarers are being asked to continue operating vessels, increasing the risk of shipping casualties,” Mr Lim said.

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

### ***Australian Biosecurity Awards***

Nominations for round 2 of the 2020 Australian Biosecurity Awards (ABA) are now open. This round has four new award categories that are open for nominations: Environmental Biosecurity Award, Community Award, Education Award and the Dr Kim Ritman Award for Science and Innovation.

Nominations close 2 October 2020. Round 1 of the 2020 ABAs were presented in March.

### ***Regulatory Practice Statement Feedback***

The Department has issued the following statement:

The Department is currently developing a *Regulatory Practice Statement*. Stakeholders who interact with the regulation are encouraged to provide their views on elements we intend to include. The *Statement* is intended to be a seminal document that will steer how we approach improving our regulatory capability and performance. We intend to publish it in early 2021.

Prior to the machinery of government changes taking effect, we were the Department of Agriculture and Water Resources and Department of the Environment and Energy. Our former departments were both advancing regulatory maturity work and you may have been involved in these conversations. Our newly formed department continues to advance a public service priority of congestion busting, and this includes the way we perform our regulatory activities.

We welcome and invite all stakeholder thoughts on concepts relevant to how we regulate via the Department’s 'Have Your Say' platform. Provided through the link below, you will find a background paper that sets out how we developed and intend to use the *Statement*. There is also a presentation highlighting what we think is important to include.

For more information and to provide feedback, please visit: <https://haveyoursay.awe.gov.au/maturing-our-regulatory-practice>

### ***Khapra beetle***

The Department is implementing urgent actions to address the risk of khapra beetle (*Trogoderma granarium*) on a range of plant products that are hosts of this pest. These urgent actions are being implemented in phases.

Khapra beetle is Australia's number two national priority plant pest and the number one plant priority pest for grains. It is not present in Australia, but it is a highly invasive pest that poses a major threat to Australia's grains industry. Khapra beetle destroys grain quality making it unfit for human or animal consumption.

The global spread of khapra beetle is increasing and it is being detected on a wide range of plant products and as a hitchhiker pest in shipping containers. If khapra beetle enters Australia it would have significant economic consequences. An outbreak could cost Australia \$15.5 billion over 20 years through revenue losses arising from damaged grain in storage and exports. The Department has now strengthened the inspection requirements for importation of certain goods from a number of countries.

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

ICHCA Australia is a member of the DCCC and if you would like more information please contact Peter van Duyn. The next meeting will be held in October.

For the latest information on COVID-19, and other issues please visit the Department's website: <https://www.agriculture.gov.au/biosecurity>

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