



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 best, in front of national and international agencies and regulatory bodies. Its Expert Panel provides 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 (www.ichca.com). To access past newsletters and other useful information go to the ICHCA Australia website at www.ichca-australia.com.

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‘Sector focused legal experts’

The ICHCA Logistics Long Lunch

The Logistics Long Lunch was held recently at the Queensland Maritime Museum in South Brisbane. The formalities opened with Peter van Duyn, company secretary of ICHCA, giving an overview of ICHCA Australia and its work, including its role in promoting safety in cargo handling workplaces and providing technical expertise.



Museum Chair Captain Kaspar Kuiper gave a short presentation on what the museum does and he stressed the importance of maintaining and securing Australia's maritime heritage. Captain Kuiper then introduced one of the volunteer shipwrights working on the restoration of the pearl lugger *Penguin*, built in 1907 on Thursday Island, one of the last examples of a working Torres Strait Pearling vessel. He explained some of the vessels' history and gave an update on the restoration project.

After the formal presentations of the day, attendees spent the rest of the afternoon networking on the scenic bank of the Brisbane River outside the museum and enjoying the food and beverages. The event was sponsored by Patrick Terminals and the Port of Brisbane.

ICHCA board meeting and farewell to Laurence Jones

ICHCA Australia recently held its board meeting in Sydney where we farewelled long-time board member of ICHCA Australia and ICHCA International Laurence Jones. Laurence has been a Director of ICHCA International and their technical committees since 2008 and a Director of ICHCA Australia since 2010.



ICHCA Australia's Chair Scott McKay thanked Laurence for his input over the years and wished him well in his retirement.

Laurence was presented with a case of his favourite red wine.

Trump 2.0 – The potential impacts on Australian supply chains

From increased trade tariffs to the removal of pacts entered into during the Biden administration, Mr Trump has foreshadowed various protectionist measures during his second term. If adopted, they will reposition the United States in global trade and have broad implications for Australian supply chains.

In 2005, Australia and the United States entered into the Australia-United States Free Trade Agreement (AUSFTA), as a result of which almost 97% of all Australian imports and exports to the US are currently tariff-free. Under AUSFTA, bilateral goods and services trade between Australia and the US has more than doubled. In 2023, the US was Australia's third largest two-way trading partner, worth \$98.7 billion. It is also worth noting that Australia managed to narrowly avoid new tariffs on locally made steel during the first Trump administration. In November 2024, Mr Trump successfully campaigned on a protectionist stance that included a promise to introduce trade tariffs of between 10% and 20% on global imports, with a further 60% tariff on Chinese goods. Policies directed towards decoupling the US from China could have an

indirect impact on Australian supply chains. China is Australia's biggest trading partner, accounting for almost one third of our two-way trade, which, as former US ambassador Arthur Sinodinos notes, puts Australia "in the crossfire". Any escalation in US–China tensions could impact demand for Australian exports such as iron ore, coal and agricultural products as well as complicating logistics in the Asia–Pacific region.

Of course, there is not always a direct correlation between what is promised on the campaign trail and what is actually implemented by elected administrations. In this instance, there is a lot of speculation as to the tariffs that may be in fact be enforced, and many believe that the actual tariffs will be well below the level indicated by Mr Trump. A recent Goldman Sachs report projected the final tariffs will be substantially lower than promised, estimating a 20% tariff on China and no additional tariffs on Europe or Australia.

Trump's stance on climate change and environmental regulations during his first term was industry-friendly, with a focus on reducing regulatory burdens. If this approach is continued during Trump's second term it may lead to less emphasis on reducing carbon emissions and supply chain resilience against climate related disruptions. In this respect, the United States and Australia may diverge, as Australia will continue to have its own environmental commitments through other trade agreements and pledges to pursue a reduction in the environmental impact of supply chains.

It is difficult to know exactly what the impacts of the election will be until after President Trump is sworn in for his second administration in January 2025, but if his first term is any indication there will be significant impacts globally across a number of sectors, including supply chains. Australian Treasurer Jim Chalmers has stated that Australia has "a very strong record in this country of playing the cards that we're dealt when it comes to the leaders that other countries choose to lead them, and I have a level of confidence that we can navigate this change in the United States in a way that's consistent with our own national interest." One may therefore expect the Australian government to take a pragmatic approach to avoid, where possible, being caught up in a trade war between two of its largest trading partners.

This article was supplied by HFW, sponsors of Inside ICHCA.

New CEO at Pacific National

Pacific National recently announced the appointment of Mr Brett Grehan as incoming Chief Executive Officer (CEO), succeeding Paul Scurrah. Mr Grehan has a wealth of experience in the logistics and supply chain industry, most recently serving as CEO of Linx Cargo Care Group (formerly part of the Asciano Group).

"Brett's leadership, experiences, and vision are aligned to Pacific National's values and approach, and he is very well positioned to lead Pacific National to continue to deliver for our people, customers and shareholders," Independent Chair Catherine Livingstone said. "Prior to his tenure at Linx Cargo Care Group, Brett served as a Senior Partner at McKinsey. During his career, he has built a reputation for his extensive work in the freight rail sector and other industries with complex logistics networks. Brett brings specific experience in strategic, commercial and operational improvement, including fostering strong partnerships with stakeholders across the industry. "His experience will be instrumental as Pacific National continues to build on its position as a leader in the freight and logistics industry."

"On behalf of the Board, we would like to extend our sincere thanks to Paul for his leadership and dedication over the past four years and wish him well for the next stage in his career," Ms Livingstone said. "Under Paul's guidance our business has evolved strongly, and he should be particularly proud of ushering in the 'Pacific National Approach' and values, as well as his commitment to customer service and safety as a top priority."

DP World to acquire Silk Logistics

DP World Australia, a subsidiary of DP World, recently announced that it has entered into a binding Scheme Implementation Deed for the acquisition of 100% of the issued share capital of Silk Logistics Holdings Limited via a Scheme of Arrangement with a cash offer of A\$2.14 per share. The transaction values the equity of Silk Logistics at approximately A\$174.5 million.

This transaction is subject to approval from Silk Logistics shareholders and standard closing conditions, including necessary regulatory approvals, and is expected to be finalised in the first half of 2025. Silk Logistics is a port-to-door logistics services provider which operates 21 logistics hubs and 25 warehousing sites across five Australian states. It partners with some of the world's leading brands to serve a national customer base.

The Group operates two main business segments:

- Port Logistics: Providing wharf cartage services between Australia's major ports.
- Contract Logistics: Warehousing and multimodal distribution solutions to support complex supply chain needs.

DP World is a leading global transport and logistics company, handling approximately 10% of global containerised trade.

NHVR calls for submissions for heavy vehicle safety grant program

The National Heavy Vehicle Regulator (NHVR) has opened submissions for Round 10 of the Heavy Vehicle Safety Initiative to fund new industry-led heavy vehicle safety projects. The NHVR is calling for applicants who have a project addressing an existing safety gap or issue for the heavy vehicle industry and all road users.

Project submissions are open to any group or individual involved in Australia's heavy vehicle industry or across the wider supply chain that have a project, program, or campaign that will increase compliance and promote safety on our roads.

Submissions close on **5pm AEST Monday 17 February 2025**.

The application form and guidelines, which detail eligibility and the submission process, are available at <https://www.nhvr.gov.au/about-us/heavy-vehicle-safety-initiative>



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New appointments at Shipping Australia

My Therese Blank has been elected as the Chair of the Shipping Australia Board, and Phillip Holmes has been elected as the Deputy Chair, each for a standard fixed two-year term. Shipping Australia CEO Capt. Melwyn Noronha congratulated Ms Blank and Mr Holmes on their appointments, commenting that, “on behalf of all the staff and volunteers at Shipping Australia, we wish them both good luck and best wishes in their appointments. We will look forward to working with them to ensure that their terms in office are a success”.

The changes follow the 2024 Annual General Meeting which took place recently. It is standard procedure at Shipping Australia to have a schedule rotation of the senior leadership positions on the Board. The changes will take effect from 1 January 2025. Shipping Australia thanks outgoing Chair Clint Evans for his two years of service.

Fatality statistics paint a grim picture

ICHCA International has recently conducted wide-ranging research on worldwide cargo-related workplace fatalities covering the period 2000 to the present day. We aim to learn from what has happened in the past to better understand the most severe risks in our industry; helping leaders at all levels to continuously improve how they conduct operations safely.

By examining the causes of cargo-related fatalities, we believe that organisations can re-assess existing management controls for focus, completeness and robustness, and whether the theoretical risk abatement of strategies translate to work on the ground. There is also the opportunity to engage with workforces and other stakeholders to seek well-managed cooperative change and innovation.

The dataset covers over 500 fatalities involving port workers, contractors, visitors and other third parties from 2000 to July 2024, grouped according to the fatality cause:

What the research is telling us:

- *Crush by cargo* is the leading cause of fatalities worldwide in our industry – over a quarter of all incidents in the dataset
- *Pedestrians run over by vehicles*, particularly by handling equipment is the (close) second highest fatal incidence.
- *Fall* is the third highest instance for shore-based workers.
- *Confined/enclosed space* also stands out as a key hazard
- *Loading/discharge and handling* account for over half the instances in the dataset.

It is an almost even split between shore and on-board-vessel for key hazard locations. Bulk Carriers were the vessel type most likely to give rise to on-board fatalities, followed by General Cargo, Ro-Ro, Container vessels and Tankers, in absolute numbers. Bulk Carrier, Ro-Ro and Container vessels appeared to show more incidents proportionately, relative to their share of the world’s fleet.

The highest instances on shore were located on the Quay, wider Terminal, Yards and Warehouses. On vessels the highest instances were Cargo Holds/Tanks, Cargo Hold Access and Working Decks. Considering different cargo types, in raw numbers, the largest number of fatalities were associated with Containers, followed by Bulk Solid, then Breakbulk General Cargo and Ro-Ro Cargo.

The dataset has been built using publicly available information including formal investigations and news sites. It constitutes ICHCA International’s best efforts to understand and analyse the information available at the time in good faith and is subject to future change. We acknowledge that the dataset is not

exhaustive. It may not reflect the circumstances in all handling organisations or activities. We reserve the right to amend and adapt our findings according to further research and new data becoming available and we will update the dashboard accordingly. The single purpose of this work is to help organisations ensure that people go home safely from work at the end of their shift. More detailed information is available to ICHCA members. If you would like more information, please contact the author Peter van Duyn (peter.van-duyn@ichca.com).

This article appeared first in the Daily Cargo News

Crane ship in trouble again

A China-registered heavy-lift vessel that had previously been involved in an accident at Taiwan's Keelung Port just weeks ago, recently ran aground along the coast of Taiwan after battling severe weather. Taiwan's Coast Guard Administration (CGA) safely rescued all 17 crew members after the *Yu Zhou Qi Hang* was beset by rough seas brought on by typhoon Kong-rey.



The *Yu Zhou Qi Hang* had just departed from Taiwan's Keelung Port, bound for Zhangzhou in southeastern China's Fujian Province. Only a few hours into its voyage, the vessel was found struggling 2.4 nautical miles northwest of Cape Yehliu amid strong winds and waves. The heavy-lift ship, which was transporting three massive gantry cranes, began drifting perilously close to shore. Responding to the unfolding crisis, the CGA dispatched tugboats to assist, but the severe weather forced them to retreat. Worsening conditions led the captain of the *Yu Zhou Qi Hang* to eventually abandon the ship. All crew members were successfully rescued by a CGA patrol boat and brought ashore in Keelung Port.

Source: Taiwan's Environmental Protection Department

The grounding marks the second incident involving the *Yu Zhou Qi Hang*. Recently, the vessel collided with a gantry crane at Keelung Port's Berth W20 while attempting to dock, collapsing one crane at the berth and damaging another aboard the ship. Fortunately, no injuries or oil spills occurred, but the Taiwan Transportation Safety Board (TTSB) classified the event as a major marine occurrence, prompting an investigation.

AMSA to ban vessel for 180 days

The Australian Maritime Safety Authority (AMSA) has issued a 'refusal of access Direction' to the Netherlands-flagged general cargo ship *Marsgracht*, banning the ship from entering Australian ports for 180 days. On 6 February 2024, the *Marsgracht* was detained at Port Alma for improper stowage of dangerous goods – contrary to the International Maritime Dangerous Goods (IMDG) Code. Despite this, during a Port State Control (PSC) inspection at the same port on 14 November 2024 (9 months later), the *Marsgracht* was again detained for improper stowage of dangerous goods.

This recurrence highlights systemic failures in the ship's safety management system and a serious lack of effective remedial action. The detention is the fourth since July 2022 for a Spliethoff's Bevrachtingskantoor B.V.-operated ship failing to comply with the IMDG Code's requirements for stowage of dangerous goods. These repeated failures demonstrate an inability to ensure safe operational practices across the fleet. The

detention rate of the Spliethoff's Bevrachtingskantoor B.V. significantly exceeds the global average (12.6% over the past 2 years), with multiple ships detained for International Safety Management Code failures and other safety-critical deficiencies.

AMSA Executive Director Operations Michael Drake said the authority had escalated its enforcement action to send a clear message to the operator that this risk to safety and the marine environment would not be tolerated in Australia. "Noting the seriousness and nature of these breaches, and the apparent lack of effective processes to rectify failings, it is appropriate that the *Marsgracht* not enter or use an Australian port for a period of 180 days. AMSA takes its role as a maritime safety regulator very seriously and will not hesitate to take swift and appropriate action against unsafe ships, their owners and operators," Mr Drake said. "International minimum standards exist to protect the lives of seafarers, and our precious marine and coastal environments. When it comes to loading dangerous cargo, there is no scope for non-compliance. There is no excuse for disregarding these standards," he added.

NHVR CEO to retire

After leading the National Heavy Vehicle Regulator (NHVR) for more than a decade, CEO Sal Petrocchio OAM will be finishing this role on 24 January 2025. During his time as CEO, the NHVR has adopted an 'inform, educate, enforce' approach to its compliance activities, which has allowed them to work collaboratively with the industry to support policies and initiatives that advance heavy vehicle safety outcomes.

The NHVR has helped deliver more than \$41 million in government funding to 169 projects under the Heavy Vehicle Safety Initiative since the program began in 2016. This program has made an important impact on the heavy vehicle industry, supporting training, educational campaigns and new technologies. The NHVR Board will lead a nationwide recruitment process in the coming weeks to appoint a new CEO.

Updates from the Department of Agriculture, Fisheries and Forestry

DCCC

The Department of Agriculture, Fisheries and Forestry Cargo Consultative Committee (DCCC) is a committee for the Department and other stakeholders to consider tactical and strategic biosecurity-related international trade and logistics issues. The DCCC aims to provide effective biosecurity outcomes delivered without unnecessary impediments to trade.

The last DCCC meeting was held in mid-November. Peter van Duyn represented ICHCA Australia at the meeting. If you would like information about the outcomes of the meeting, please contact Peter (peter.van-duyn@ichca.com).

Biosecurity Cargo Status

The Department is pleased to announce that the Biosecurity Cargo Status Tracker reporting is now beginning a staged rollout via the Biosecurity Portal. This release follows recent information sessions.

The interactive online reports provide details of all entries in progress that have been referred to the Department for biosecurity assessment or management under an approved arrangement class 19.

Pages include the following:

- Cargo status: search an Entry ID to see a summary and detailed view of that entry's status
- Brokerage overview: view all in-progress entries that have been referred to the department

This means you can check on the status of your consignments without having to call the Department. Improved access to consignment data will support both the Department and industry to better monitor emerging and changing biosecurity risks.

The reports will be available via the Biosecurity Portal for eligible myID users via a new 'Industry Reporting' tile. More information is available here: <https://www.agriculture.gov.au/biosecurity-trade/import/industry-advice/2024/279-2024>

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