



March 2020

## 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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## Corona virus update

ICHCA Australia has decided not to provide a regular update on the outbreak and progress of COVID-19 as the situation is developing so rapidly. Moreover, the federal and state governments are providing regular updates on requirements for businesses and the general public. However, as an industry association closely linked to the logistics industry (in Australia as well as globally), we believe it is imperative for trade to not be impeded during this time to avoid shortages in the supply of goods, especially medical and food-related items. It is critically important that government policies ensure our ports, air, road and rail freight networks continue to operate safely and efficiently in the face of this pandemic.

In line with government directives ICHCA Australia has decided to postpone a number of events, such as MEGATRANS 2020, the ICHCA South Australia luncheon and the ICHCA Queensland Logistics Long Lunch. We appreciate the support we have received from a number of our member businesses who sponsored these events and apologise for any inconvenience caused. We will inform you in a timely manner when these events will be rescheduled.

We appreciate the support we have received from all our members and industry contacts and hope you; your family and your business are able to weather these unprecedented events.

Best wishes

John Warda, Chairman ICHCA Australia Ltd.

## ICHCA Australia AGM

ICHCA Australia Ltd.'s Annual General Meeting, as well a meeting of the ICHCA Executive, will be held on Thursday 2 April. The meeting will be held by conference call in line with current practises of minimising personal contact. If you would like to join the AGM, which starts at 11.00 am, please notify the Company Secretary, Peter van Duyn, who will provide the phone-in details.

## AMSA releases guidelines to manage fatigue at sea

The Australian Maritime Safety Authority (AMSA) has released a practical set of guidelines for managing and reducing the risk of fatigue at sea in a push to improve the safety and wellbeing of seafarers.

According to AMSA, fatigue is a threat to the wellbeing of seafarers and increases the risk of accidents at sea. Research has identified fatigue as the primary cause in more than 11% of collisions at sea, although the actual percentage is likely to be higher due to under-reporting.

One of the most infamous incidents in Australian waters was the grounding of the bulk carrier *Shen Neng 1* on Douglas Shoal 90 km from Gladstone in Queensland, in April 2010. The Australian Transport Safety Bureau investigation found a lack of fatigue management processes on the ship contributed to the grounding, with the chief mate having only slept 2.5 hours in the 38.5 hours prior to the incident.

AMSA manager of vessel operations Dr Michelle Grech said the demanding nature of shipping meant seafarers were often required to work long or irregular hours, in unpredictable and changing weather conditions. "In 2018 we completed the first major study into safety culture in the maritime industry in Australia and we found that about 20% of seafarers surveyed reported experiencing chronic fatigue," Dr Grech said.

"That was deeply concerning for AMSA as a safety regulator, noting the well-established link between fatigue and safety incidents at sea. Shipping companies need to take a holistic approach to managing and

reducing the risk of fatigue for their seafarers – that was a key recommendation which came out of our study which now underpins these fatigue guidelines.” Dr Grech said there was “much more that shipping companies can be doing to improve the way they manage seafarer fatigue and the whole shipping industry stands to benefit from those improvements”.



## Scholarships for current and aspiring female leaders

Scholarships of \$2,000 to \$5,000 are currently available to women working in the transport and logistics sector to help support their participation in a range of career-building leadership development programs. The initiative is providing junior through to executive women managers with scholarships to support their growth and development via participation in one of three flagship development programs. Participants will benefit from course content such as Elements of a Successful Team, Team Dynamics, Purpose Priorities and Professional Development, Empowering Teams, and Evolving Strategic Change.

**Expressions of Interest.** Find out more and register your interest by completing the Expression of Interest form prior to Friday, 15 May, available at: <https://www.wla.edu.au/transportlogistics.html>

## MSC sending largest vessels to US West Coast to reposition MTs

MSC is deploying the world’s biggest ships to evacuate empty containers from China to the US, as carriers on the transpacific try to overcome imbalances after weeks of coronavirus disruption to their box control systems. There have been reports of severe equipment shortages in the US and Europe as a consequence of carriers blanking around half of all head haul sailings since Chinese New Year, due to the COVID-19 virus outbreak.

Alphaliner said MSC was redeploying the 23,756 TEU *MSC Mia* to the transpacific leg of the 2M’s North Europe-Asia-USWC loop, and it will be the largest container vessel ever to call at the US. It added that two weeks later the 23,656 TEU *MSC Nela* would shift from the Asia-North Europe loop to the transpacific to perform a similar function. Alphaliner noted that, by replacing the normal 13,000 TEU-plus ships that habitually operate its transpacific strings, MSC and 2M partner Maersk would be able to reposition more than 6,000 TEU of empty containers to the US to ease pent-up booking demand.

## T-Ports welcomes the arrival of transhipment vessel

T-Ports has welcomed the arrival of the *MV Lucky Eyre* into Lucky Bay, where a commissioning process will now be undertaken and where the next stage of the transhipment project on the Eyre Peninsula will commence.



*MV Lucky Eyre docks at T-Ports Lucky Bay. Photo T-Ports*

The T-Ports model means growers can access multiple small ports that can load vessels up to and including Panamax, allowing product to be exported profitably, which will provide a great benefit to Eyre Peninsula grain growers and South Australia.

The *MV Lucky Eyre* is an 87-metre self-propelled, self-discharging ship with a capacity of between 3,300 and 3,500 tonnes and a loading capacity of up to 13,800 tonnes a day. The vessel will undertake additional testing and commissioning over the coming weeks. Commissioning is a multi-step process covering the testing of all equipment. The first stage, dry commissioning, is where systems are run through without any grain. The second stage, wet commissioning, involves grain being run through the system. The third stage is performance testing where the equipment is tested at its full designed capacity. It is essential to undertake the full commissioning process to ensure the system operates as per the design.

The silos have been commissioned with grain received; however, the ship loading conveyor and transhipment vessel itself, part of the commissioning process, is yet to be undertaken. Barley and wheat will both be tested on the equipment through the wet commissioning stage, with grain to be loaded during this process. The *MV Lucky Eyre* will load grain from the port and transfer it to ocean-going vessels up to Panamax size that wait in deeper water five nautical miles out to sea.

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

### ***Minister appoints corona virus advisor***

Agriculture Minister David Littleproud has announced Mark Tucker as the Senior Agriculture Industry Engagement Officer, focusing on coronavirus. “Mr Tucker will be the key liaison between my department and agriculture, fisheries and forestry stakeholders affected by COVID-19,” Mr Littleproud said. “He understands the ag sector through-and-through from his distinguished career working closely with this industry’s stakeholders and peak bodies. He’ll be working with commonwealth departments and state governments to ensure agriculture industry perspectives inform our decision-making. This role will give us regular status updates on key issues in this sector and it’ll help us respond exactly where we need to.”

Mr Tucker is a former deputy secretary of the Department of Agriculture. He will be supported as Senior Agriculture Industry Engagement Officer by a team of officers at the Department of Agriculture, Water and the Environment.

### ***DCCC meeting***

Last Wednesday (25 March), the Department of Agriculture, Water and the Environment Cargo Consultative Committee (DCCC) members met via a teleconference hook-up instead of the scheduled face to face meeting due to the current COVID-19 outbreak. An update was given by senior Department personnel on a number of current biosecurity issues. Freight volumes are currently low but are expected to pick up as China has re-commenced its manufacturing processes.

**Biosecurity:** The cost recovery review and biosecurity levy are currently taking a back seat as the Department is dealing with more urgent matters. The Department takes advice from the Chief Medical Officer and works closely with the ABF on issues such as vessels entering Australian ports (especially cruise vessels) and ships' crews joining and leaving ships. Airports have seen an increased workload since January, but this will now drop off and those officers will be reassigned to other more pressing areas. The Department is considered an essential service. Inspectors going out to premises are asked to adhere to OHS requirements at those worksites, which might include non-contact monitoring of their temperature before entering the premises. Food and groceries inspections are currently being prioritised.

**BMSB:** The Brown Marmorated Stink Bug season is coming to an end and the Department concluded that the season has been reasonably successful. There has been a decline of 9% in live detections so far. The Department has received 500 or so submissions from a survey they conducted about BMSB. They are undertaking a review before the 2020/21 season which commences on 1 September.

For the latest information on COVID-19 and other issues please visit the Department's website:

<https://www.agriculture.gov.au/biosecurity>

ICHCA Australia is represented on the DCCC. If you would like to comment or have input to the process, please contact Peter van Duyn (contact details below).

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## ICHCA AUSTRALIA LIMITED (IAL) PRIVACY POLICY

IAL's Privacy Policy details are available by contacting the Company Secretary, Peter van Duyn, via e-mail [peter.van-duyn@ichca.com](mailto:peter.van-duyn@ichca.com) or telephone 0419 370 332.

### Our contact with you

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