



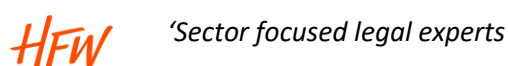
## About ICHCA – International Cargo Handling Co-ordination Association

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](http://www.ichca.com)). To access past newsletters and other useful information go to the ICHCA Australia website at [www.ichca.com.au](http://www.ichca.com.au).

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## Safety Village at TOC Europe

TOC Worldwide, TT Club, and ICHCA International have again teamed up to champion safety in cargo handling.

The TT Club Safety Award is the centrepiece between TT Club and ICHCA that celebrates safety innovation. The Safety Village at TOC Europe, sponsored by TT Club and in collaboration with ICHCA, is an industry platform that showcases the latest safety solutions shaping port operations.

More details can be found here: [Safety Village at TOC Europe](#)



## ICHCA SA industry luncheon – 14 May

ICHCA SA will be holding its first industry luncheon event on **Thursday 14 May** at Lakes Resort Hotel in Adelaide. The speakers will be:

- Trent Kolbig, General Manager, Flinders Adelaide Container Terminal (FACT)
- Jonathan Cheong, Head of Aviation Business Development & Commercial, Adelaide Airport

They will give updates on services, land development and initiatives for freight movements in South Australia.

Book early as places are limited. More details and the registration form are available on the [ICHCA Australia Events page](#). You can also book and pay online by clicking [HERE](#).

The luncheon is sponsored by:



## AMSA bans bulk carrier over unpaid wages

The Australian Maritime Safety Authority (AMSA) has taken swift action to protect seafarer welfare, detaining Liberian-flagged bulk carrier *Ocean Bright* and banning it from Australian ports for six months after nonpayment of crew wages. Recently, AMSA received a complaint that seafarers onboard the vessel had not been paid for two months, prompting investigation when the vessel docked in Newcastle. The investigation found that eight crew members were owed US\$46,334 in unpaid wages. AMSA also detected several other issues during the inspection and identified 18 deficiencies, including four detainable deficiencies. When the deficiencies had been rectified, the vessel was directed to not enter Australian waters until 4 September 2026.

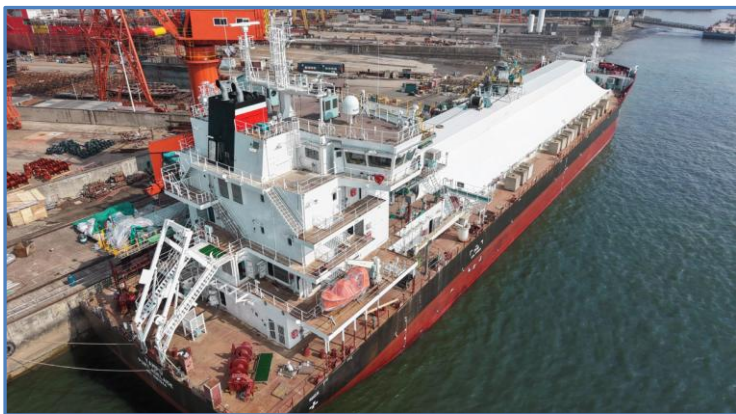
Greg Witherall, AMSA Acting Executive Director Operations, said the enforcement action reinforces AMSA's commitment to ensuring seafarers are treated fairly and have access to their rights under the Maritime Labour Convention:

“Seafarers keep global trade moving, and they have a right to be paid for their work in line with the Maritime Labor Convention and to be treated with respect. AMSA will always act decisively when seafarer

welfare is confirmed at risk. This detention of *Ocean Bright* is an example of actively enforcing the Maritime Labour Convention where the rules are clearly in breach and standing up for seafarers' rights."

## Battery powered self-unloading bulk carrier named

Recently, CSL and Adbri celebrated the naming of MV *Yampu*, a new purpose-built limestone carrier designed to support Adbri's operations along the Australian coast. Owned and operated by CSL, the Australian-crewed vessel represents the next generation of specialised ships developed to support Adbri's supply chain, while improving efficiency and environmental performance.



The vision for MV *Yampu* was developed through close collaboration between the CSL and Adbri teams to replace MV *Accolade II*, Adbri's long-serving limestone carrier. Constructed at Jiangjiang Nanyang Shipyard in China, the vessel is designed for high efficiency and will be the world's first battery-powered self-unloading bulk carrier.

Source: CSL

During the ceremony, Marie-Josée Guérin, the vessel's godmother, officially named the ship. "Today is not just about naming a vessel," she said. "It is about celebrating a partnership built on trust, performance and a shared commitment to doing things well and doing them right."

The name *Yampu* was selected through an Adbri-wide employee naming process. Drawn from the Narungga and Kaurna languages of South Australia, it refers to dolphins – animals known for their intelligence and strong sense of community. The MV *Yampu* reflects the continued evolution of the partnership between CSL and Adbri.

## The Happy Aras – competent crew required for seaworthy vessel

In a recent decision, *the Happy Aras* [2026] EWHC 7 (Admlty), the Admiralty Court highlighted a key point for shipowners. A vessel is not seaworthy unless its crew is properly trained and competent. If poor skills or inadequate instructions lead to an incident, the shipowner may be held liable.

In March 2023, the MV *Happy Aras* grounded while transiting the Datca Peninsula, off the Turkish coast, laden with soya beans. The vessel was seriously damaged, and a complex salvage followed which concluded three months later in June 2023.

Relevantly, in the hours leading up to the grounding, the vessel's master took over as officer of the watch and made a series of errors, including:

- sending the lookout officer away to make tea
- making unplanned changes to the vessel's direction, contradicting the Passage Plan
- failing to fix the vessel's position at the intervals required by the Passage Plan
- failing to alter the vessel's heading at the right time and location in accordance with the Passage Plan
- failing to keep proper (or any) lookout to see the land mass of the Datca Peninsula, either physically or on the radar.

Following the casualty, the vessel owners declared General Average and sought the cargo contribution, assessed at approximately US\$1.27 million. Cargo interests denied General Average liability on the basis that the owners had breached their due diligence obligations to render the vessel seaworthy under Article III Rule 1 of the Hague Rules. Under the Hague Rules, owners must exercise due diligence to make a ship seaworthy before and at the start of the voyage. If the vessel is unseaworthy and that condition causes the loss, owners may be held responsible unless they can show they exercised due diligence.

Although in this case experts confirmed that the vessel's Passage Plan was defective, the court found that if the Passage Plan had been followed, the grounding would not have occurred. Therefore, although the defect made the vessel technically unseaworthy, it did not cause the casualty.

As the defective Passage Plan did not cause the casualty, the key issue became whether the master was so incompetent that a prudent owner would not have allowed him to command the vessel, making the vessel unseaworthy. The Admiralty Court relied on the following principles to determine whether the master was incompetent:

- A negligent act, even several negligent acts, does not automatically prove incompetence.
- Incompetence may be shown by lack of skill, training, ability, or willingness to perform duties.
- A master may be generally qualified but still incompetent for a specific voyage or vessel if he lacks the necessary experience or instructions.

Having regard to the principles above, the master's repeated and serious failures before the grounding convinced the Court that he was incompetent. The Court therefore held that the vessel was unseaworthy, being poorly manned with an incompetent master, and that such unseaworthiness caused the incident.

The owners argued that they had exercised due diligence and pointed to the master's qualifications, experience, and positive employment history. The Court however disagreed, advising that owners cannot merely rely on documentary evidence of qualifications and experience to establish the crew's competence. Instead, owners must carry out thorough due diligence in several forms, such as regular or random checks by marine superintendents and inspections of charts and their contents. As the owners had not done this, the Court found that they failed to exercise due diligence and were therefore ultimately responsible for the grounding.

The *Happy Aras* is relevant to all operational matters falling within the duties of the master or crew, including but not limited to the navigation of the vessel; the acceptance of cargo for carriage; the safety of passage; and cargo operations. The decision highlights and serves as a reminder that shipowners must do more than review CVs. They must ensure, on an ongoing basis, that masters and crew receive proper training, supervision, and instructions relevant to the specific ship, the type of voyage and the nature of the cargo. This is especially important when carrying unfamiliar or risky cargoes.

Owners should therefore ensure they are keeping detailed records of training, inspections, and onboard document checks and ensure that all logs and records are completed accurately, in order to reduce the risk of later allegations of incompetence or unseaworthiness.

*This article was supplied by Owen Webb ([Owen.webb@hfw.com](mailto:Owen.webb@hfw.com)) and Stephen Thompson ([Stephen.thompson@hfw.com](mailto:Stephen.thompson@hfw.com)) of HFW, sponsors of Inside ICHCA.*

## **Svitzer and Port of Melbourne sign MoU on electric tugs**

Port of Melbourne and global towage operator Svitzer have signed a memorandum of understanding (MoU) to explore the deployment of next-generation electric tugboats and the clean-energy infrastructure required to operate them in Australia's largest container port. The MoU was officiated at the Port of Melbourne Education Centre recently in the presence of Their Majesties the King and Queen of Denmark as part of the Danish state visit to Australia.

The partnership – which also includes Copenhagen Infrastructure Partners (CIP) and Plexar Energy – establishes a framework for collaboration to assess the feasibility of introducing two fully electric TRANverse 2600e tugs in Melbourne. The framework will also explore the feasibility of a dedicated renewable energy microgrid and high-capacity charging infrastructure.

Port of Melbourne CEO Saul Cannon said the collaboration reflects a shared ambition to improve port efficiency while accelerating the sector’s transition to lower-emissions operations. “Efficient, reliable towage services are critical to the smooth functioning of the port, and electrification offers the potential to improve both operational performance and environmental outcomes.” It is thought that the shift to electric towage has the potential to deliver a range of benefits for port users, including improved vessel handling performance, reduced noise and vibration, and greater predictability in operating costs. A dedicated renewable microgrid may also provide a resilient and efficient energy supply tailored to the specific operational requirements of tug services.

Svitzer Australia Managing Director Videlina Georgieva said the partnership with Port of Melbourne and CIP represents an important step in bringing the next generation of sustainable towage to Australia. “Towage is critical to the performance of any port, and our biggest challenge for decarbonisation is reducing emissions without compromising safety, capability or reliability. At Svitzer, we are investing in the technologies that will help solve this challenge, and it is exciting to see Melbourne leading the way, through this collaboration, to make sustainable towage a working reality in Australia,” Ms Georgieva said.



## IFCBAA looking for a new CEO

The International Forwarders & Customs Brokers Association of Australia (IFCBAA) is looking for a new CEO after Scott Carson announced his retirement. In a statement to members, chair Adam Butler thanked Scott Carson “for his time as our CEO and his previous positions in the executive administration”.

“The international trade service sector factors in an enormous number of stakeholders, all which directly affect our members at IFCBAA. Leading the team at IFCBAA required a dynamic leader willing to accept change in a consistently evolving environment and Scott has thrived in this role,” Mr Butler said. “We thank Scott for leading our administration through a large period of strategic review which has refocused our resources exactly where we need to be to look after our members' interests. The hunt is now on for our next industry leader to take control of the helm of our industry association,” Mr Butler said.

Mr Carson said it had been “an honour and a privilege” to lead IFCBAA during the past three years.

## More containers lost overboard

The ultra-large container ship *OOCL Sunflower* recently arrived at the Port of Long Beach following a North Pacific container loss incident that triggered a US Coast Guard response and safety zone around the vessel. According to the Coast Guard, the Hong Kong-flagged containership lost 32 containers overboard during heavy weather while transiting south of the Aleutian Islands earlier this month. An additional 57 containers were reported damaged or shifted on deck, prompting concerns about cargo stability as the vessel approached the US west coast.

A 100-yard safety zone has been established around the ship for crews to conduct offloading operations and inspectors to assess the extent of the damage. Authorities said there have been no reports of injuries or pollution linked to the incident. An incident report indicates the container loss occurred on 3 March while the vessel was en route from Taiwan to Long Beach. The crew was unable to complete a full damage assessment at sea due to safety concerns and deferred a detailed inspection until arrival in port. At the time of the report, no hazardous material releases or hull damage below the waterline had been observed. The *OOCL Sunflower*, one of OOCL's newest ultra-large containerships, has a capacity of 16,828 TEU and was delivered in January 2025 from Dalian COSCO KHI Ship Engineering Co. The vessel operates on the company's Trans-Pacific ECX1 service linking major Asian export hubs with US east coast ports via a 91-day rotation.

The incident comes as the shipping industry continues to grapple with container losses tied to extreme weather and operational pressures. Data from the World Shipping Council shows 576 containers were lost at sea globally in 2024, up from 221 in 2023 but still well below the 10-year average of 1,274. Losses have been increasingly linked to more hazardous routing decisions, including diversions around the Cape of Good Hope amid ongoing Red Sea disruptions. New international rules that entered into force in January 2026 now require mandatory reporting of all containers lost at sea under amendments to the SOLAS convention. The regulations mandate immediate notification to nearby vessels, coastal authorities, and the ship's flag state, along with updates as more information becomes available.

## Vale Peter Gunn

Peter Gunn AM died on 26 February, aged 82. He was an industry pioneer whose influence on Australian freight and logistics will be felt for generations. Beginning his career as a truck driver while studying commerce, he went on to establish Cubico and later lead the PGA Group, transforming the cubic freight market through vehicle innovations and logistics strategies that remain industry standards today. His long association with FBT Transwest further cemented his reputation as a visionary operator and leader.

Peter's service to the transport industry was recognised through his appointment as a Member of the Order of Australia, and through his contributions to national industry bodies and advisory boards. Equally significant was his philanthropy, delivered through the Rae & Peter Gunn Family Foundation, supporting hospitals, medical research and community causes across Victoria.

## TasPorts appoints interim CEO

TasPorts Chair Greg McCann has announced the appointment of Captain Allan Gray as Interim CEO of TasPorts, for a fixed term from 16 March to 2 October 2026. Captain Gray will lead the organisation during the transition while the Board undertakes a search for a permanent CEO. Mr McCann said Captain Gray brings extensive international port leadership experience to the role. "Captain Gray has led major port organisations in Australia and internationally, including most recently as Chief Executive Officer of Sentient Ports in Perth, and previously as President and CEO of the Halifax Port Authority in Canada," Mr McCann said.

“Earlier in his career Captain Gray held senior leadership roles at Fremantle Ports and spent more than two decades at sea across a range of commercial vessels. His track record in assisting ports and governments develop solutions to complex port and supply chain challenges makes him a highly suitable and capable candidate to lead TasPorts through this time of transition.”

Mr McCann also acknowledged the contribution of outgoing CEO Anthony Donald, who will conclude his role in March after almost a decade with TasPorts.

## Updates from the Department of Agriculture, Fisheries and Forestry

### DCCC meeting

The Department of Agriculture, Fisheries and Forestry Cargo Consultative Committee (DCCC) brings together DAFF and industry representatives (including ICHCA) to address biosecurity issues that can have an impact on trade and logistics, such as container cleanliness, with the purpose of ensuring effective biosecurity regulation without unnecessary trade barriers.

The latest DCCC meeting was held on 27 November 2025. A communique of the meeting can be found [here](#).

The next meeting will be held on 30 April 2026. Please contact Peter van Duyn if you wish to have any issues raised at the meeting.

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### Our contact with you

If you do not wish to receive further copies of this newsletter, please advise [peter.van-duyn@ichca.com](mailto:peter.van-duyn@ichca.com) and the distribution will be cancelled. If you wish to have it sent to other people in your organisation or contacts in the cargo handling industry, please advise us.

### Do you have a story to tell?

If you have any news you would like to be considered for inclusion in future editions of *Inside ICHCA*, please contact Peter at [peter.van-duyn@ichca.com](mailto:peter.van-duyn@ichca.com). We hope you find this edition of interest.