



AUSTRALASIAN INSTITUTE
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September 2026



- **Marine Surveyors Symposium in 2027**
- **Report on AIMS biennial conference**
- **Marine incident annual report**

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Thanks to all AIMS members and the Board for allowing us to be part of your 40th anniversary conference. We enjoyed catching up with existing clients and members.

Congratulations to all the nominees and award winners.

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Front Cover: *Global Mercy*, the world's largest purpose-built civilian hospital ship. Tymor Marine recently completed a lightweight survey and inclining test aboard the vessel. (See page 48.)

Back Cover: Marine Rescue Queensland's *Gladstone Rescue 1* at Gladstone, Queensland.



From the Bridge (Page 5.)



CEO: AMSA stakeholder forum. (Page 7.)



Marine Surveyor Symposium. (Page 11.)



Marine incidents report 2025. (Page 22.)



Cyber security risks. (Page 28.)



Incat 096 oversea-bound. (Page 38.)

ADVERTISING AVAILABLE

Advertising is now available in *Shipshape*, the official journal of the Australasian Institute of Marine Surveyors (AIMS). For all the information about advertising in our quarterly magazine, contact AIMS CEO Eric Perez at gm@aimsurveyors.com.au or on +61 492 881 737.

Guide for shipping lithium-ion cells and batteries

THE Cargo Incident Notification System (CINS) has published a new guide focusing on transporting lithium-ion cells and batteries in containers. The following provides a focus on cargo issues taken from the guidelines.

1. Lithium-ion cells and batteries, and risks

Lithium-ion cells are the primary elements of a battery and can exist in various forms.

Lithium-ion cells and batteries are commonly used in portable electronics and electric vehicles. Their defining characteristic is the ability to accumulate, store and release electrical energy through the movement of lithium ions between a positive and a negative electrode.

Lithium-ion cells and batteries must be handled with care, as they pose several risks if damaged, improperly charged or exposed to extreme conditions. Proper safety features and handling protocols are critical to mitigating these risks.

2. Hazardous properties

Lithium-ion cells and batteries are classed as dangerous goods because of several hazardous properties listed below. Strict adherence to safety standards during handling and transport are required.

- **Fire Hazard**
Flammable electrolytes can ignite if damaged or overheated, triggering thermal runaway reactions that lead to fires or explosions.
- **Chemical Reactivity**
Reactive materials may explode or catch fire if punctured or short-circuited.
- **Toxic Emissions**
Fires release harmful gases such as hydrogen fluoride (HF), which are toxic and corrosive.
- **Explosion Risk**

Internal pressure buildup can cause rupture or explosive vapour clouds.

- **Electrical Hazard**
Short circuits or mishandling can lead to burns, sparks or fires.
- **Environmental Risk**
Improper disposal can contaminate soil and water, causing environmental harm.

3. Key risks during transport

The following factors increase the risks involved in the carriage of lithium-ion cells and batteries.

- **Packing not consigned in compliance with the International Maritime Dangerous Goods (IMDG Code).**
- **Packing into containers other than in accordance with the Code of Practice for Packing of Cargo Transport Units (CTU Code).**
- **High temperature inside container(s) during transport.**
- **Cell or battery not in compliance with UN 38.3.**

4. UN Regulations¹

Lithium-ion cells and batteries in IMDG / Dangerous Goods Regulations can be declared as below. (See table)

It is important to note that cell or battery shipments can be exempted from the IMDG Code² requirements if they comply with the provisions set out in special provision “SP188”³

There is a different watt-hour rate between lithium-ion cells and lithium-ion batteries, if the exemptions in SP188 are applicable.

Component batteries of a BESS shipped as UN 3480 (for example those not already assembled into the final application) are covered by this guidance.

5. References

1. The United Nations Recommendations on the Transport of Dangerous Goods (the “Model Regulations”, colloquially known as the “Orange Book”) set out the necessary provisions that allow uniform development of national and international regulations to facilitate safe transport by all modes. For the transport of dangerous goods in packages by sea, the Model Regulations are incorporated into the International Maritime Dangerous Goods (IMDG) Code.

2. This document uses as reference Amendment 42-24 of the IMDG Code, which entered transitional effect from 1 January 2025, meaning that stakeholders may start using the revised provisions, and will be mandatorily in force from 1 January 2026 to 31 December 2027.

3. For reference, the full text of SP188 is included in Appendix A.

For a full copy of the guidelines please visit the CINS website: <https://www.cinsnet.com/guidelines-for-the-shipping-of-lithium-ion-cells-and-batteries/>

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Cargo Incident Notification
System

Proper Shipping Name	Hazard Class	UN Number
LITHIUM ION BATTERIES (including Lithium Ion Polymer Batteries)	8	3480
LITHIUM ION BATTERIES CONTAINED IN EQUIPMENT or LITHIUM ION BATTERIES PACKED WITH EQUIPMENT (including Lithium Ion Polymer Batteries contained in equipment)	9	3481