



June 2015

About ICHCA – International Cargo Handling Coordination Association

The International Cargo Handling Coordination 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 . We also have an ICHCA international website at www.ichca.com

To join ICHCA please contact Ian Lovell, Company Secretary of ICHCA Australia Ltd on ian.lovell@ichca.com or telephone 0400 708 182.

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Representing ICHCA on Projects, Policy, Safety, Operations and Technical Matters

ICHCA is recognised as a leading Non-Government Organisation (NGO) representing the cargo handling and logistics industry. Through ICHCA International we work with a wide range of government and non-government organisations such as: International Maritime Organisation, International Labour Organisation, World Bank, UN Committee on Trade and Development, UN Economic and Social Commission for Asia and the Pacific, International Atomic Energy Agency, World Nuclear Transport Institute, International Federation of Freight Forwarders Association, International Association of Ports and Harbours, Baltic & International Maritime Council, Port Equipment Manufacturers Association, Container Owners Association, International Chamber of Commerce, ICS, International Standards Organisation and others.

ICHCA International is the only body representing cargo and freight interests to hold NGO status at the IMO, ILO, ISO and other UN bodies.

In Australia ICHCA is increasingly being asked to participate as an NGO, such as on the Department of Agriculture's Cargo Consultative Committee. More recently we have been asked to participate in the Standards Australia Technical Committee ME-068 on Freight Containers.

Peter van Duyn, a Director of ICHCA Australia, has agreed to represent ICHCA on this committee, but is asking ICHCA members that have expertise in this area to contact him with a view to being involved in the project and/or representing ICHCA on the Committee. Peter's contact details are:

Peter van Duyn

Maritime Logistics Expert

Institute for Supply Chain and Logistics

Victoria University, PO Box 14428,
MELBOURNE VIC 8001 AUSTRALIA

Phone +61 3 9919 6264

Mobile +61 4 1937 0332

Email: peter.van-duyn@vu.edu.au

Website: vu.edu.au/iscl

If you are interested in supporting ICHCA in its role as an NGO on Projects, Policy, Safety, Operations or Technical matters please contact the ICHCA Australia Secretary, Ian Lovell on 0400 708 182 or ian.lovell@bigpond.com so we can place you on our 'experts register' and ensure you are consulted on an as-needs basis.



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Did You Know?

ICHCA's Cargo World - our annual publication - combines an annual report with a topical worldwide review of the latest trends and developments in cargo handling and transportation techniques, featuring specially commissioned articles from respected industry specialists and related reports from ICHCA International Limited. It is free to members.

Inside ICHCA International – the ICHCA International monthly membership newsletter is the exclusive members' electronic newsletter that provides the latest news and features about the cargo handling industry covering the international arena, including updates on IMO, ILO, ISO and IAPH activities. It is also free to members.

Information Papers – produced on an 'as and when' basis and generated to inform, consult and generally advise members on topical issues. All information papers are distributed electronically to ensure you receive information as quickly and efficiently as possible. They are also free to members.

Technical Publications - Our full library of best practice/guidance documents (Safety / Security / Environment). Again, free to members.

Forgotten your password or want to become an ICHCA member, then contact

Ian.lovell@ichca.com mobile 0400 708 182

ICHCA Australia Website

Our website is being upgraded, and we will be advising when complete. In the meantime please access the ICHCA International website- www.ichca.com for information and current activities.

Agreement to Develop and Operate Moorebank Intermodal Terminal

The Federal Government has approved Moorebank Intermodal Company (MIC) entering into an agreement with the Sydney Intermodal Terminal Alliance (SIMTA) to develop and operate the Moorebank Intermodal Terminal, with the contracts signed.

SIMTA, a consortium of Qube Holdings and Aurizon Holdings, will develop and operate the open access freight terminal on a joint precinct comprising Commonwealth land and adjoining land owned by SIMTA.

The terminal will enable more shipping containers to travel by rail, reducing the distance travelled by freight trucks on Sydney's roads and the nation's highways and helping Port Botany to continue to grow.

Moorebank has been identified as a priority location for a freight terminal since 2004. Its direct rail link to Port Botany and freight markets around Australia, and its proximity to major motorways, make it ideal for an intermodal facility.

The precinct will include an import-export (IMEX) freight terminal with eventual capacity for up to a million containers per year, and an interstate freight terminal with capacity for up to 500,000 containers a year. Stage 1 will see 250,000 containers per year through the IMEX facility. The first stage of the interstate terminal will have a similar capacity. Subsequent stages will be developed in line with demand.

Under the terms of the agreement, the two tracts of land will be combined under a land trust and leased to SIMTA for 99 years. The contractual framework creates strong incentives for the terminal to achieve the Commonwealth's objective to improve national productivity through an efficient supply chain, increased freight capacity and better rail utilisation.

The agreement will deliver economic, environmental and community benefits, including:

- reducing constraints on container volumes moving through Port Botany
- relieving traffic congestion on Sydney's roads and the nation's highways
- enabling faster freight times and reduced costs to business and consumers
- creating jobs in south-west Sydney throughout construction and operation of the terminal
- reducing the project's rail track footprint and retaining more open space by connecting to the freight rail line at the south of the precinct.

Chair of MIC, Dr Kerry Schott, said the agreement with SIMTA was good news for the freight industry, road users and the economy. "We are delighted that this agreement between SIMTA and MIC has been approved. The terminal is critical infrastructure that will help unlock Sydney's transport gridlock and get more interstate freight on rail," Dr Schott said.

"The terminal will be open access for transport operators to increase competition in the freight market, it will support Federal and NSW targets to get more freight on rail, and the cost to government will be small."

SIMTA has committed to build and operate the terminals and has development rights for associated warehousing at a total project cost of about \$1.5 billion over 10 years. The precinct will include 850,000 sqm of integrated warehousing when fully developed.

The IMEX terminal is expected to start operations in late 2017 and the interstate terminal in about 2019.

Maurice James, Managing Director of Qube Holdings, said he was delighted to have reached agreement with Moorebank Intermodal Company on the development of this vital infrastructure for Sydney. "The whole-of-precinct approach that combines the Commonwealth and SIMTA sites provides a greater opportunity for complementary warehousing development, enhancing the facility's cost-effectiveness compared to road and supporting throughput and greater rail use," Mr James said.

"This first stage of development will ultimately process around 250,000 IMEX containers each year, with the interstate terminal expected to commence shortly afterwards. The stages of development will be carefully managed, but when operating at full capacity, the terminal will ultimately reduce the total distance travelled by import-export freight trucks in Sydney by more than 60,000km each day," Mr James said.

Lance Hockridge, Managing Director and CEO of Aurizon, said Moorebank represented an end-to-end logistics solution with rail terminals and warehousing in a single location, ideally situated given its proximity to North/South and East/West interstate rail corridors, as well as the M5 Motorway. "As Australia's largest rail freight operator, Aurizon brings unique expertise and perspective to this critical nation-building infrastructure project," Mr Hockridge said.

"We are delighted to work in close collaboration with all parties, including the Federal Government, on a project with the potential to transfer a greater share of Australia's freight from road to rail, delivering a range of economic, environmental and social benefits."

MIC and SIMTA are working to obtain the relevant planning and environmental approvals for the precinct. If the initial approvals are obtained, construction of the first stage is expected to start in the second half of

calendar year 2015. More information about Moorebank Intermodal Terminal is available at www.miicl.com.au

New CEO at Port of Brisbane



Roy Cummins

Roy Cummins has begun as CEO of the Port of Brisbane (PBPL). With over 25 years experience in the ports and shipping industry, Mr Cummins has worked in Europe, Asia, the Middle East and Australia.

Before joining PBPL, Mr Cummins served for almost six years as Chief Commercial Officer of Global Ports Investments Ltd, the largest stevedoring group in Russia and Eastern Europe. He spent three years as CEO of DP World in Vietnam and was a member of the Board of Directors of Saigon Premier Container Terminal, a 'greenfield' port development project.

Mr Cummins also held various positions in the P&O Group in both the liner shipping division (P&O Nedlloyd) and the ports division (P&O Ports), including General Manager of the Port Botany Terminal in Sydney and the West Swanson Terminal in Melbourne.

He holds a Bachelor's Degree in French and German from the University of Durham (UK) and an MBA from the University of Warwick, which he obtained in 2006.



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Australia Signs Landmark Trade Agreement with China

Australia has signed a landmark Free Trade Agreement with China, the largest trading partner, with total trade worth almost \$160 billion in 2013-14, and a growing source of investment.

Prime Minister, Tony Abbott, said the China-Australia Free Trade Agreement (ChAFTA) will lock in existing trade and provide the catalyst for future growth across a range of areas including goods, services and investment. “The Agreement secures better market access for Australia to the world’s second largest economy, improves our competitive position in a rapidly growing market, promotes increased two-way investment and reduces import costs. It is a win for households and businesses alike.

“On day one of the ChAFTA, more than 85% of Australian goods exports will be tariff free, rising to 95 per cent on full implementation. Australia’s agriculture sector will be able to capitalise on its well-deserved reputation as a clean, green producer of premium food and beverage products. Tariffs will be progressively abolished for Australia’s \$13 billion dairy industry. Australia’s beef and sheep farmers will also gain from the phased abolition of tariffs ranging from 12-25% and all tariffs on Australian horticulture will be eliminated.”

Mr Abbott said tariffs would be removed on almost all Australian resources and energy products, including the 8% tariff on aluminium oxide, benefitting our exports worth around \$1.3 billion a year. The tariffs on coking coal will be removed on day one, with the tariff on thermal coal being phased out over two years.

“Tariffs will be also eliminated on a wide range of Australian manufactured goods, including pharmaceutical products and car engines.”

The full text of the Agreement is available online at: dfat.gov.au/chafta, along with materials to assist in understanding the Agreement.

New QCA Chair to Drive Queensland Competition

The Queensland Government has appointed Professor Roy Green as the new Chair of the Queensland Competition Authority (QCA). Treasurer, Curtis Pitt, said Professor Green brought a strong set of experience and capabilities to the role.

Mr Pitt said, “Professor Green has worked in business, government and universities and has been published widely in the areas of innovation policy and management. He’s a great addition to the QCA and will help to drive competition in Queensland, which is so important for the State economy.

“Professor Green has extensive knowledge and understanding of commerce, economics, the interests of consumers and the interests of the Government in government agencies that carry on business activities. He has undertaken multi-country projects with the Organisation for Economic Co-operation and Development and the European Commission.”

Professor Green has first class honours from the University of Adelaide and has a PhD in Economics from the University of Cambridge and is currently Dean of the UTS Business School at the University of Technology, Sydney.

Mr Pitt thanked outgoing QCA Chairman, Malcolm Roberts, for his services. Mr Roberts resigned from the QCA in May after accepting the position of CEO of the Australian Petroleum Production and Exploration Association.

New WA Agent General

Respected lawyer and businessman, John Atkins, has been appointed as Agent General for Western Australia, based in London. Mr Atkins is currently the chairman of the Lotterywest board and holds directorships in several commercial and not-for-profit boards. Before this Mr Atkins was the chairman of ANZ in Western Australia and had a highly successful legal career.

Sea Swift's Acquisition of Toll Marine Logistics (NT/FNQ) Delayed

Sea Swift Pty Ltd and Toll Marine Logistics Australia, a subsidiary of Toll Holdings Limited, requested the ACCC delay its decision on Sea Swift Pty Ltd's proposed acquisition of Toll Marine Logistics Australia's Northern Territory/Far North Queensland marine freight business.

"The ACCC was ready to make and announce a decision, but Sea Swift and Toll requested we delay our decision so that they could make submissions about changes to the transaction and a new proposed undertaking that will attempt to address our preliminary competition concerns," said ACCC Chairman, Rod Sims.

"This shows the difficulties the ACCC faces with setting deadlines in the informal merger process and highlights that in many cases, delays to ACCC decisions are caused by last minute requests from merger parties," Mr Sims said.

The ACCC has agreed to delay its decision by four weeks to 9 July 2015 so that the revised transaction can be presented and assessed. In the meantime, Toll and Sea Swift will continue to compete and there will be no change to operations.

The ACCC understands that there has been uncertainty in the community about the future of the Toll Marine business in the Northern Territory and Far North Queensland. The ACCC has requested and Toll Marine has provided an undertaking to the ACCC that it will not cease providing services before 30 November 2015 unless the matter is resolved sooner.

The ACCC has previously expressed its preliminary concern that the proposed acquisition is likely to substantially lessen competition in the supply of marine freight services in the Northern Territory and Far North Queensland, including the Torres Strait Islands.

Sea Swift and Toll Marine are both suppliers of scheduled marine freight services to the Northern Territory, far north Queensland and coastal communities including the Torres Strait Islands.

Customers and communities in these remote regions require regular replenishment of basic inputs and supplies, including fuel for electrical generators. Large and small retailers in the regions, ranging from a major supermarket chain to community-owned stores require regular, reliable deliveries, particularly for perishable food. Other customers require occasional freight services of items ranging from vehicles to household items. The communities are home to many disadvantaged consumers, often with very low incomes.

Some of these communities cannot receive any freight by road and others are only able to receive limited volumes. This is either because they are located on islands or because the roads to them are routinely not in good enough condition to handle trucks.



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Bulk Containers

Recently one of ICHCA Australia's members (a large global shipping line) had a particular issue pertaining to the use of a certain type of container for the carriage of a hazardous bulk cargo ex Australia to an overseas destination.

This cargo is normally carried in bulker bags in a 20 ft. dry van container. If the cargo was to be carried in bulk this would require the use of a specialised container type (BK2) which is strengthened in order to make it suitable for the carriage of powdery and granular dangerous goods.

The shipping line concerned did not have these type BK2 containers available in Australia and asked for ICHCA Australia's expertise to see if it was permissible to modify a 20ft. dry van container with a Liner to stop the cargo leaking out of the container and thus being able to ship the cargo in modified dry vans.

ICHCA Australia asked Capt. Richard Brough, our Technical Advisor for ICHCA International, in the UK to investigate whether the above method met IMDG Code guidelines. Richard sought some advice from experts on the ICHCA Technical Panel and unfortunately for the shipping line the answer was negative.

Whilst the outcome was not what the shipping line hoped for this is a great example how membership of ICHCA Australia (with the help of ICHCA International) is able to assist you with a number of issues pertaining to the handling and stowage of cargoes on board vessels.

ARE YOU TAKING FULL ADVANTAGE OF YOUR ICHCA MEMBERSHIP?

ICHCA Australian members automatically get access to a wide range of benefits, however a number of them don't use them to the full.

Did you know that ICHCA Australia membership provides you with many of the excellent services offered through ICHCA International?

For example in the membership section go to the members' area at www.ichca.com where you can access current papers and also access the Technical Enquiry/Query Advice service direct by clicking on "Technical Advisor".

You can also access/download the entire ICHCA library of publications, as well as all copies of the bi-monthly newsletter and other organisations' newsletters/bulletins such as INSIDE ICHCA INTERNATIONAL. Download the March 2015 issue of Inside ICHCA International – we are sure you will find it interesting.

ALSO DID YOU KNOW?

The ICHCA Journal – published twice a year – reports on key regulatory developments impacting international cargo handling operations, along with technical and operational insight on how to improve cargo handling safety and loss prevention, with articles from respected industry specialists and ICHCA International experts. **FREE TO MEMBERS.**

Inside ICHCA International – the ICHCA International monthly membership newsletter is the exclusive members' electronic newsletter that provides the latest news and features about the cargo handling industry covering the international arena, including updates on IMO, ILO, ISO AND IAPH activities. **FREE TO MEMBERS.**

Information Papers – produced on an 'as and when' basis and generated to inform, consult and generally advise members on topical issues. All information papers are distributed electronically to ensure you receive information as quickly and efficiently as possible. **FREE TO MEMBERS.**

Technical Publications - Our full library of best practice/guidance documents (Safety / Security / Environment). **FREE TO MEMBERS** – Just published and now available to download * Briefing Pamphlet 41 on Safe Handling and Operation of Platform Flats and Flatrack Containers *

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Energy Island: The Port's Power Plan

Source: www.polb.com/news



June 25, 2015

At the Port of Long Beach, the line between what's good for business and what's good for the environment has grown increasingly thin in recent years.

Today, it is on the cusp of vanishing altogether.

"That distinction is history," said Port Chief Executive Officer Jon Slangerup. "For the continued success of this Port and the future of our industry, what's good for business is what's good for the environment."

At his inaugural State of the Port address in January, Slangerup unveiled the Energy Island Initiative – a comprehensive strategy for transitioning the Port to renewable power sources and self-generation systems. Along with creating the ability to "island" the Port to operate independently from the grid in times of emergency or other need, the initiative's main objectives are stabilizing power costs for terminal operations, further reducing the Port's carbon footprint, and increasing the competitive advantages of doing business at Long Beach.

"Our guiding principles are security, sustainability and resiliency," said Port Managing Director of Planning and Environment Rick Cameron. "Energy Island captures a number of measures we've already been developing, and it creates a framework for exploring the larger universe of possibilities to advance real energy solutions."

'Energy Island' Goals

Under the initiative, the Port has established five goals aimed at ensuring an ample supply of electricity, alternative fuels and other energy sources as the Port moves toward a zero-emissions operation.

Advance green power: The Port will pursue solar, wind, geothermal and the viability of tidal energy to generate its own electricity. Solar panels that provide a clean source of electricity are already a key feature of the Middle Harbor Terminal Redevelopment project and the Port's new Maintenance Facility.

Use self-generated, distributed power with micro-grid connectivity: The ability to generate power independently of the grid is crucial to business continuity in the event of an emergency. Micro-grid controls that are connected to the grid also allow the Port to contribute to the regional power supply, help lower the city's emissions, and supply power to vital services in an emergency.

Provide cost-effective alternative fueling options: The Port will explore options that include liquefied natural gas (LNG) as fuel for ships and locomotives, hydrogen generation, fuel cell technology and related infrastructure. This goal builds on existing progress the Port has made under its Clean Trucks Program and Technology Advancement Program to support drayage trucks that run on LNG, compressed natural gas, and hydrogen fuel cell technology.

Improve energy-related operational efficiencies: The Port will explore strategies for maximizing available energy resources, including upgrading equipment and consumption controls, offering energy-efficiency guidance and leveraging available incentives for operational efficiencies.

Attract new businesses, create jobs, increase revenue and reduce costs: By advancing new technology and innovation that support the maritime, transportation and energy sectors, stimulating the economy is part and parcel of the Energy Island Initiative. In the area of innovation and job creation, the effort will build on the Port's existing Technology Advancement Program for demonstrating promising new clean air technology, to accelerate the commercial availability of relevant and promising energy technologies.

A major driver of the Energy Island Initiative is the growing demand for electricity, which is projected to quadruple by 2030. Lease and regulatory clean air requirements – including state shore power rules that require ships to plug in at berth to cut emissions – are fueling demand.

A key example of Port efforts to reduce costs is a 15 percent discount on electricity rates for container, stevedoring and shipping entities within the Port's 3,200-acre district. Negotiated with Southern California Edison, the agreement is expected to save maritime users more than \$350 million over 24 years.

Moving Forward

Transforming the Port into an "island" of renewable energy technologies and self-generation systems is expected to be implemented in multiple phases over about 10 years. The Middle Harbor terminal, which will operate almost entirely on electricity, is on track to become the world's greenest marine container terminal and a model for cleaner seaport operations throughout the world.

The first step is extensive planning, including development of a Strategic Energy Plan – a new Port planning document to serve as a single framework for its energy programs. Other planning efforts include researching available technologies and incorporating the findings into the Port's comprehensive land use study, as well as an update of the San Pedro Bay Ports Clean Air Action Plan. Work has begun on both.

To support the process, the Port is expanding its partnerships and establishing committees and technical working groups. All phases will involve collaboration with and outreach to numerous stakeholders and agencies: customers and tenants; utilities and energy companies; regulatory and permitting government agencies; the U.S. Navy, the Department of Defense, and the Department of Energy; city officials and departments; labor unions; environmental and community groups; vendors and alternative power providers; and colleges and universities.

Port staff has already conducted preliminary research on LNG as a ship fuel and is currently evaluating micro-grids, renewal energy technologies and funding opportunities. The latter includes grant funding and financial and technical partnerships for energy planning, pilot projects and facilities construction. Additionally, staff is studying state and federal regulatory and permitting requirements that govern independent energy generation and control technologies.

A major planning tool will be the Port's power demand assessment. Due to be completed this summer, the study is evaluating baseline annual energy use and peak demand of Port operators. The findings are expected to inform every facet of the initiative.

For the fiscal year beginning Oct. 1, the Port has budgeted \$750,000 to support the initial legwork. The planning phase is expected to take up to two years and include pilot projects for testing specific applications in a port environment.

The Feasibility Test

Taking a hard look at specific energy projects includes a comprehensive assessment of their feasibility. In each case, the Port will consider the potential benefits in a marine environment; capital and operational costs and benefits to the Port, the community and stakeholders; operational burdens on Port tenants; positive and negative environmental impacts; the need for additional infrastructure and related costs; and foreseeable technology improvements and obsolescence.

“It’s not just about whether a given strategy is going to work,” said Port Director of Environmental Planning Heather Tomley. “It’s about whether it’s going to fit within a port operation, what the cost is and what role our stakeholders play.”

For now, the Port expects to conduct at least three feasibility studies: one on LNG fuel siting, cost and demand; another on distributed generation and micro-grid technology; and the third on large-scale wind power projects.

Energy Island sounds ambitious. But so did the Green Port Policy.

“The Port of Long Beach has achieved what many once thought couldn’t be done,” said Slingerup, who debuted the new initiative on the 10th anniversary of the Green Port Policy. “We’re taking that leadership to a whole new level.”

Top Seaport Honors Go to Long Beach

Source: www.polb.com

Ranked No. 1 among North American ports

June 29, 2015

The Port of Long Beach was named the best seaport in North America at the recent Asian Freight, Logistics and Supply Chain Awards in Hong Kong, hosted by the shipping trade publication Asia Cargo News.

The award recognizes the best ports as judged by importers, exporters, and logistics and supply chain professionals. In the past, the program was organized by another publication, CargoNews Asia. If viewed as a continuation of those awards, this is the Port of Long Beach’s 17th time in the last 20 years winning the Best North American Seaport honors. Last year, Long Beach won the award for being the world’s Best Green Seaport, based on its environmental record.



“We’re working harder than ever to provide the service to our customers that will keep them coming back to Long Beach,” said Long Beach Board of Harbor Commissioners President Doug Drummond. “It’s great to see the results of efforts, and I’d like to thank Asia Cargo News for this award.”

The more than 15,000 industry professionals who read Asia Cargo News participated in the nomination and selection of winners. The awards were presented recently at an event in Hong Kong. Awards also are given in many categories, including best shipping lines, container terminals, air cargo terminals, airports and rail haulers.

The Port of Long Beach is one of the world’s premier seaports, a gateway for trans-Pacific trade and a trailblazer in goods movement and environmental stewardship. With 140 shipping lines connecting Long Beach to 217 seaports, the Port handles \$180 billion in trade annually, supporting hundreds of thousands of Southern California jobs.

Media Contact: Lee Peterson, Port of Long Beach Media Relations Lead, (562) 283-7715, (562) 519-2177 (cell), or lee.peterson@polb.com

2015 Biennial Conference: Marine Surveyors: A Lynch-pin in the Maritime Industry?



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ICHCA Contacts

ICHCA Australia Chairman:

John Warda
Emerald Grain Pty Ltd
Level 4, Victoria Street, Richmond VIC 3121
Tel: (03) 9274 8850 Fax: (03) 9274 8889
Mobile: 0417 875 113
Email: jwarda@emeraldgrain.com

National Secretary:

Ian Lovell
9 Durham St, Henley Beach SA 5022
Tel: 0400 708 182
E-mail: ian.lovell@ichca.com

State Co-ordinators

New South Wales:

James Strang
Strang International Pty. Ltd.
Suite 4.05, 247 Coward Street,
Mascot NSW 2020
Tel: (02) 9669 1099 Fax: (02) 9317 4514
Email: jmstrang@stxgroup.com.au

State Chairs

South Australia:

Neil Murphy
SA Freight Council, c/o Flinders Ports
296 St Vincent Street
Port Adelaide SA 5015
Tel: 08 8447 0688
Email:
murphy.neil@safreightcouncil.com.au

Queensland:

Sallie Strang - Events
Strang International Pty. Ltd.
936 Nudgee Road,

Victoria:

Peter van Duyn
Institute for Supply Chain and Logistics
Victoria University,

Northgate
Queensland 4013
Tel: (07) 32678022
Mobile: 0412 604 842
Email: sstrang@stxgroup.com.au

PO Box 14428,
Melbourne VIC 8001
Phone +61 3 9919 6264
Mobile +61 4 1937 0332
Email: peter.van-duyn@vu.edu.au

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