

# *Inside ICHCA*

## **Australia**

**July 2012**

### ***About ICHCA – International Cargo Handling Coordination Association***

ICHCA's objective is to increase knowledge of ways to improve the efficiency and economy in the handling and movement of goods, from origin to destination by all modes and at all phases of the national and international transport chains.

ICHCA Australia Ltd is proud to be part of the ICHCA International Ltd global network. Members can access past newsletters and other useful information by going to the international website at [www.ichca.com](http://www.ichca.com).

To join ICHCA please contact Ian Lovell, Company Secretary of ICHCA Australia Ltd on [ian.lovell@bigpond.com](mailto:ian.lovell@bigpond.com) or telephone 0400 708 182.

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### **National Truck Regulator to Slash Red Tape**

Australia is a step closer to a national regulator for the heavy vehicle industry, with Queensland introducing the *Heavy Vehicle National Law Bill 2012* into its Parliament. Federal Infrastructure and Transport Minister, Anthony Albanese, and Queensland Transport and Main Roads Minister, Scott Emerson, said the passage of the Bill will establish the National Heavy Vehicle Regulator in Brisbane and allow for the appointment of the five-member Board and CEO.

"This important reform replaces the confusing array of eight separate regulators and nine pieces of state, territory and Commonwealth legislation with a national regulator and a single national law," Mr Albanese said. "Complying with multiple jurisdictions when travelling from one state to the next will become a thing of the past under the new regulator."

Queensland will be the first state to pass legislation to implement the new independent regulator responsible for regulating all vehicles in Australia over 4.5 tonnes.

Other states and territories are expected to deliver the legislation through their own Parliaments over the coming months, so that the National Heavy Vehicle Regulator will be operational from January 2013.

Mr Emerson said the NHVR will aim to improve productivity for the heavy vehicle industry. “The regulations will make it easier for business to operate as there will be a one-stop shop for registration renewals, log book queries, access permits and a host of other services.

“As part of the NHVR a national safety monitoring and reporting system for heavy vehicles will also be introduced to improve safety across the board for truckies.”

The National Law would apply to all heavy vehicles over 4.5 tonnes but would not cover the transportation of dangerous goods, heavy vehicle driver licensing and bus industry accreditation, which were covered under other acts.

The NHVR will support the growth of the transport sector, with flow-on benefits to the nation of up to \$30 billion over the next 20 years. Locally, this means more jobs for Queensland and benefits to the local economy of at least \$1.5 billion.

For more information visit [www.nhvr.gov.au](http://www.nhvr.gov.au)

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## **Flinders Ports Acquires Sole Ownership of Adelaide Container Terminal**

South Australia's only container terminal, located at Outer Harbor in Adelaide's north-west, is now under the sole control of Flinders Ports. Flinders Ports - which is the private operator of the Port of Adelaide and six other SA ports - announced it had purchased 60% of the Adelaide Container Terminal business from DP World South Australia.

Three years ago, Flinders Ports acquired a 40% stake in the business, which handles 260,000 containers a year.

The full ownership takes effect immediately, with the terminal business renamed Flinders Adelaide Container Terminal.

"We are delighted with the acquisition as it now provides a seamless operation across the port and allows for integrated infrastructure planning," said Flinders Port Holdings CEO, Vincent Tremaine.

"In recent years, we have invested heavily in the container terminal, and the general surrounds. In 2005, Flinders Ports joined forces with the State Government in a \$45 million commitment to deepen the main shipping channel to give larger ships access to the container terminal.

"We have also redeveloped the container terminal's berth precinct, including extending its length so two of these larger vessels can berth concurrently. And last year the terminal commissioned a new post panamax container crane to further improve the efficiencies of loading and unloading containers at the terminal."

Mr Tremaine said the financial details of the deal are confidential.

## **ICHCA SA Lunch: Adelaide-Darwin Rail Link Under the Microscope**

Many may remember the battles fought over getting the Adelaide to Darwin Rail Link completed and how some said it would be a "dud" and others a diamond. Some saw the rail link turning Darwin into the Australian hub port for container trade with Asia and predicted the demise of Adelaide's container port. Well, where are we now?

You can find out by attending the South Australian ICHCA August luncheon – so register now.

The speaker will be Bert Easthope, Managing Director, Australia Region Genesee and Wyoming Australia Pty Ltd - Integrating FreightLink into GWA to Capitalise on Emerging Mining Opportunities in SA and NT.

In December 2010, Genesee and Wyoming purchased the former FreightLink business operating on the 2,200-km Tarcoola to Darwin Railway and set about integrating the business into its existing rail operations in Australia.

The FreightLink acquisition is a strategic asset that is well positioned to capitalise on the exciting development of the mining industry in the Northern Territory and SA presently underway.

Come along and hear how GWA is integrating that business into its existing operations and how GWA will capitalise on the emerging opportunities.

To register please contact:

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## **\$10 million Incentive to Move 65,000 Truck Trips to Rail**

Victorian Minister for Public Transport, Terry Mulder, has announced the successful recipients of funding for its new \$10 million rail freight incentive scheme. The Victorian Coalition Government's new Mode Shift Incentive Scheme (MSIS) aims to encourage the use of rail freight and relieve congestion on Port of Melbourne and regional roads.

Mr Mulder said the six companies which received funding had committed to moving almost 50,000 containers or the equivalent of 65,000 truck trips into and out of the Port of Melbourne by rail instead of road.

"The Coalition Government is committed to increasing the amount of freight carried by rail in Victoria and this is a major boost to rail freight," Mr Mulder said.

"This new initiative increases the mode shift commitment to six companies from four under a previous program, greatly increasing the number of containers being moved by rail and encouraging competition.

"This is a big win for rural communities across Victoria and will significantly reduce the number of trucks on local roads and regional highways. It has the added benefit of boosting regional businesses and employment."

The companies which have received funding are:

- Tocumwal corridor - Patrick Container and Regional Port Enterprises
- Horsham corridor - Wimmera Container Line (WCL) and Qube Holdings
- Warrnambool corridor – Wettenhalls
- Mildura corridor - Iron Horse Intermodal.

Mr Mulder said the MSIS encouraged industry to increase the amount of freight carried on rail by providing incentives to move containerised freight movement from road to rail.

In order to be successful, applicants had to compete for funding and demonstrate they could provide the greatest economic, environmental and social benefits from reducing truck movements and shifting to rail.

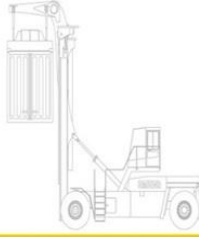
"Promoting competition and adopting a rigorous approach to calculating the benefits has enabled an increase in the number of companies receiving funding and the overall number of containers being moved by rail by around 16,000 per year," Mr Mulder said. "We have had a great response to the scheme, demonstrating there is a strong interest and commitment to moving more freight on rail."

Minister for Ports, Denis Napthine, said the containers moved on rail are all destined for the Port of Melbourne and will include products such as containerised grain, meat, dairy, fruit and wine. "We are committed to retaining the Port of Melbourne as Australia's largest container port," Dr Napthine said.

"This scheme not only encourages greater efficiency and innovation in the freight sector, it also reduces road congestion in and around the port."

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## Northern Sydney Freight Corridor Upgrade: One Down – Three to Go

The first major milestone in the billion dollar upgrade and modernisation of the Interstate Rail Network from North Strathfield through Sydney's northern suburbs to Newcastle has been reached with the commissioning of the new passing loop at Hexham.

Federal Infrastructure and Transport Minister, Anthony Albanese, said construction of this new piece of infrastructure was one of four separate but complimentary projects being undertaken as part of the \$1.1 billion Northern Sydney Freight Corridor Upgrade.

The new 1,500 metre passing loop remedies the lack of space previously available for holding freight trains on Sydney's outskirts so that they could be better coordinated with CityRail passenger services. "Once fully completed, the planned improvements will take 200,000 trucks a year off the road, cut annual carbon emissions by more than 100,000 tonnes, reduce diesel use by some 40 million litres per annum and increase the corridor's capacity by 50% from 29 to 44 freight trains a day.

"Importantly, this project is part of a much broader investment in the city's rail infrastructure, which also includes an upgrade of the Port Botany link, construction of a dedicate freight line from Macarthur to Chullora and a new intermodal facility at Moorebank.

"These projects will help make Sydney work better. They will also improve the reliability and transit times across the entire Interstate Rail Network, which is vital if we are to get more freight off our roads and onto the back of trains."

In addition to the new Hexham passing loop, the Northern Sydney Freight Corridor Upgrade will build a rail underpass at North Strathfield, lay a third track between Epping and Thornleigh and install new passing loops near Gosford.

The project is being jointly funded by the Federal (\$840 million) and NSW (\$214 million) governments.

ARTC CEO, John Fullerton, said the new Hexham passing loop now allowed more efficient positioning, coordination and staging of freight trains through the RailCorp passenger network.

"We have various windows to schedule freight services on the busy and crowded RailCorp passenger network and the Hexham Loop will allow us to more effectively do so," he said.

"With freight rail again becoming an attractive proposition for major transport operators we are determined to put in place the capacity necessary to accommodate future growth. Indeed, a better rail network will be good for the environment, the economy and the broader community, including Sydney motorists."

## Roy Hill Rail Agreement a Boost for the Pilbara

A dedicated railway for the transportation and export of Roy Hill iron ore has been given the green light through a State Agreement with the WA State Government, further facilitating development of the resources sector in the Pilbara.

The 300km railway will connect the Roy Hill mine, situated about 110km north of Newman, with the associated port infrastructure in Port Hedland.

“The State Agreement with Roy Hill Infrastructure Pty Ltd is a major step forward for the development of the mine and allows construction of the railway line connecting the mine to port facilities to proceed,” said Premier Colin Barnett.

Roy Hill Infrastructure Pty Ltd will also develop stockyards at Boodarie; a train unloader; access corridors to the Inner Harbour; and two berths. “With a capital expenditure of \$7.2billion, the project will see 1,500 people employed during the construction phase, which is expected to commence in mid-2011, and a permanent workforce of 750 people,” Mr Barnett said.

“On completion, this project will enable greater access for smaller miners to rail infrastructure in the region, with provision for access or haulage services for these companies.”

The Roy Hill Iron Ore mine has mineral resources of more than one billion tonnes and an estimated production rate of 55 million tonnes per annum expected to start in 2014, with resources destined for markets in north Asia.

“The Roy Hill mine is expected to be a feature in WA’s resource industry for many years to come and it has a proven resource base that will sustain the project for at least the next two decades,” the Premier said.

“I welcome this project and congratulate parent company Hancock Prospecting along with their Korean partners. This project adds to this State’s reputation as being one of the world’s great mineral precincts and will help feed the powerhouse economies in north Asia.”

## Toll Group Announces Group Director

Toll Group has announced the appointment of Avi Gilboa as the new Group Director, Strategy and M&A. Avi joins Toll after a successful career of nearly 20 years, most recently as Australia/New Zealand Managing Director of Unitas Capital, formerly JP Morgan Partners Asia.



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## Conferences and Events

### August

#### **ICHCA SA Lunch:**

#### **Adelaide-Darwin Rail Link Under the Microscope**

To register please contact:

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### October

**12<sup>th</sup> annual AusIntermodal Conference** on the 30<sup>th</sup> and 31<sup>st</sup> October at the Hilton on the Park in Melbourne



[www.ausintermodal.com/](http://www.ausintermodal.com/)

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