

Inside ICHCA

Australia

March 2013

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 ICHCA website at www.ichca-australia.com.

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

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Directors Elected at ICHCA Australia Limited Annual General Meeting

The ICHCA Australia Annual General Meeting was held in Adelaide on March 25 with Directors elected being: Tony Grant (Chairman), Lee Hochberg (Deputy Chairman), John Warda (Finance Director), David Bendall (Director), Ken Fitzpatrick (Director), Laurence Jones (Director) and John Strang (Director).

Matthew Michalewicz did not stand for re-election as his current business requires him to be overseas for much of the time. ICHCA Directors thanked Matthew for his contribution and assistance in supporting the ICHCA brand. The Board also recognised the longstanding contribution made by Ken Fitzpatrick as Deputy Chairman and is delighted that he will continue on as a Director of ICHCA Australia Limited.

The Board also congratulated John Strang on his appointment as International Ambassador for ICHCA International Limited. As a Director of ICHCA Australia and past Chairman of ICHCA International and ICHCA Australia, John is well qualified for this role.

“ In facing the challenges ahead for all of us I am pleased to report that financially ICHCA Australia is in good shape and accordingly we can move forward to further enhance the value ICHCA provides to its members,” said Tony Grant, Chairman of ICHCA Australia Limited.

Members that have not already done so are encouraged to list their capabilities on the www.ichca-australia.com website's members' profiles section to take advantage of ICHCA networking opportunities. To do this, contact ian.lovell@bigpond.com.

Lee Hochberg Appointed as Director of ICHCA Australia Limited



Lee Hochberg M.A. is the General Manager Global Integrated Planning and Optimisation Systems, Lee has been working to improve organisational performance, competitiveness and value with a wide range of businesses for over 20 years in Australia, the U.S. and Europe, focusing on high-leverage system and process improvement opportunities and leadership development.

He started his career managing and improving operations at Information Builders in New York, developers of FOCUS, at that time one of the world's leading 4th generation database developers. He has facilitated Constraint Management, Lean, TQM, Statistical Process Control/Six Sigma, Balanced Scorecard and Critical Chain Project Management initiatives in manufacturing, construction, infrastructure, banking, health care, higher education and professional services organisations.

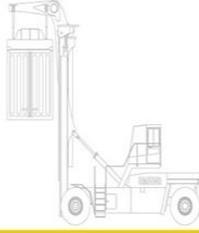
Before joining SolveIT Software, Lee was leading the Manufacturing Excellence and Sustainability Roundtables in South Australia, and before that was Director and General Manager of Fraser Business, a business improvement consultancy firm in Queensland.

In the U.S., Lee consulted and led business improvement projects with global companies such as 3M, Cray Supercomputer, Kraft Foods, W.L. Gore, Johnson Matthey, PDM Bridge, the University of Wisconsin, Central Washington University, Johnson Controls and Allen-Bradley.

Lee achieved a BA in Psychology from City University of New York, specialising in Industrial Psychology and Group Dynamics and a Master's Degree in English and Philosophy from Central Washington University. He has certifications and training in Advanced Statistical Process Control, TQM, Lean Manufacturing, Constraint Management, Organisational Development, Negotiations and Accelerated Learning and has attended seminars with Dr. Deming, Dr. Peter Senge (MIT), Dr. Roger Fisher (Harvard Law School) and Dr. Donald Burwick.

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ICHCA SA Lunch Program Continues

Peter Cheers, General Manager, Flinders Adelaide Container Terminal (FACT), will be the speaker at the ICHCA South Australia lunch on 15 May.

The lunch will be noon for 12:15 at the Lakes Resort Hotel, Brebner Drive, West Lakes, South, cost \$60 members, \$75 non-members.

Mr Cheers topic will be The Journey so Far. FACT Future Development with FACT kindly sponsoring the lunch.

In July 2012 Flinders Ports purchased the remaining 60% of the Adelaide Container Terminal from DP World and created Flinders Adelaide Container Terminal (FACT). Come along to the luncheon to hear from Peter Cheers how the purchase has settled and what FACT's plans are for future development of the Outer Harbor Container Terminal.

Registrations: to Deb Warda: dwarda@bigpond.com

Further ICHCA SA lunches have been scheduled for:

- 14 August
- 20 November.

Decrease in Chinese Coastal Coal Shipments

Commodore Research reports in its Weekly China Report that recently released data shows that Chinese coastal coal shipments totalled about 50.1 million tons in January. This is 4.4mt (8%) less than was shipped in December and 1.8mt (3%) less than was shipped in January 2012. About 18.4mt of coal was shipped from the Port of Qinhuangdao.

Weekly China Report also says that 14 vessels were chartered to haul iron ore to Chinese buyers last week, four less than the previous week and two less than the trailing four week average. Although iron ore port stockpiles remain low, demand for imported iron ore cargoes has come under pressure due to weaknesses in the Chinese steel market.

The report says that eight vessels were chartered to haul thermal coal to Chinese buyers last week, two less than the previous week and one less than the trailing four week average. An ongoing rise in Qinhuangdao port stockpiles has continued to put pressure on Chinese thermal coal fixture volume.

Neil Scales Appointed Queensland Transport Director-General

Neil Scales has is the new Director-General of the Queensland Department of Transport and Main Roads.

Transport and Main Road Minister, Scott Emerson, said Mr Scales had demonstrated over the past four months that he was the right person to lead the department. His appointment comes following the termination of the contract of Michael Caltabiano as Director-General.

“Neil has been acting DG since October 2012 and showed outstanding leadership during the recent floods as the department worked to re-open roads, re-build bridges and re-connect communities quickly,” Mr Emerson said.

“He understands that the task has only just begun to deliver a significant recovery and resilience program across Queensland. Neil will also lead the implementation of Newman Government reforms, including a better public transport network, safer licensing and the delivery of road and transport projects across Queensland.”

Infrastructure Coordinator Reappointed

Federal Infrastructure and Transport Minister, Anthony Albanese, has announced the reappointment of Michael Deegan as the Infrastructure Coordinator, a position with responsibility for overseeing the day-to-day operations of Infrastructure Australia. Mr Deegan will be serving a second five year term.

Over its first five years, Infrastructure Australia has driven significant reforms to the way our nation plans, assesses, finances, builds and uses the infrastructure it needs to compete in the 21st century, including:

- Completed the first ever audit of the nation's infrastructure.
- Put in place a National Priority List to guide investment into nationally-significant projects which offer the highest economic and social returns. The Government has now committed funding to every ‘ready-to-proceed’ project listed on the original List arising out of the national audit.
- Developed national Public Private Partnership (PPP) guidelines to make it easier and cheaper for private investors to partner with governments to build new infrastructure.
- Finalised long term blueprints for a truly national, integrated and multimodal transport system capable of moving goods around as well as into and out of Australia quickly, reliably and efficiently: the National Port Strategy and the National Freight Strategy.
- Created a national prequalification scheme through which a private contractor registered in one state is automatically recognised nationwide, a reform that's cut red tape, promoted greater competition within the construction sector and created a seamless national economy.

Three Port CEOs Departing

Three well known Australian port CEOs have announced that they will be leaving their positions over the coming months.

Port of Townsville CEO, **Barry Holden**, has announced he will not seek an extension of his contract. He will depart from the role on 30 April with Raneë Crosby, the current General Manager Commercial, acting as the CEO while a recruitment process takes place.

Mr Holden was appointed CEO in March 2002 following a number of years managing Adsteam’s towage operations in Western Australia. He had previously worked for the corporation for 23 years from 1974.

Newcastle Port Corporation CEO, **Gary Webb**, has announced his retirement effective from 30 September at the completion of the current contract term.

Mr Webb joined the NPC in April 1989 and after filling a number of senior roles was appointed CFO in October 2004. He was appointed a director on NPC in December 2004.

Meanwhile, it has also been announced that Gladstone Ports Corporation CEO, **Leo Zussino**, will be leaving the organisation when his contract expires on August 31.

Mr Zussino has had a 21 year involvement with GPC, first as chairman for nine years, followed by 12 years as CEO. GPA intends to have an interim CEO in place by June so the new CEO can work alongside Mr Zussino until the end of August to ensure a smooth transition of leadership.

He has been chairman of both Ports Australia and the Queensland Ports Association during that time.

Emerald Grain to Double Storage Capability

Emerald Grain will expand its supply chain and operations arm, Emerald Logistics, to create three million tonnes of grain storage capacity at country sites across South Eastern Australia over the next three years.

Speaking at the Victorian Farmers Federation's Grains conference in Mildura, Emerald Grain Group General Manager Supply Chain and Operations, John Warda, said the intention was to create more competition in Australia's grain supply chain.

"Competition is good for farmers. It means there are more players competing for grain volume, and often that translates to better prices. We are seeing this at some of our silos and storages around Victoria already, with SQP Grain able to offer prices \$3 - \$5 above our competitors," Mr Warda said.

As the third largest grain storage provider in eastern Australia, Emerald Logistics has a network of 14 storage sites, eight of which are in Victoria. Its current capacity is 1.5 million tonnes.

"Doubling our capacity will mean building new sites and upgrading existing sites," Mr Warda said.

He said Emerald would also like to expand its 48,000 tonne grain terminal at the Port of Melbourne and increase its throughput capability. Emerald took over operation of the Melbourne Port Terminal when it acquired the Australian Bulk Alliance (ABA) network in March 2012. ABA will soon operate under the name Emerald Logistics.

Mr Warda said the port is on track for a huge 12 months of grain exports, at 1.4 million tonnes.

"In February Emerald Grain announced a record month of port throughput with 185,000 tonnes of Australian grain loaded onto ships due for Asia and East Africa. We are likely to beat this record in March.

Speaking on a panel to discuss "Is competition in ports, storage and handling decreasing?" Mr Warda said the situation in Victoria was positive compared to many other grain growing regions.

"In Eastern Australia, there is some competition at our ports. Through its own supply chain and its joint venture partnership with grain marketer SQP Grain, Emerald Grain is providing Victorian grain growers with a viable, alternative pathway to market."

But he said port monopolies and the shipping slot auction system in Western Australia and South Australia is distorting the market. "At the moment there's a situation where alternative grain exporters are being discouraged from participating in the market in Western Australia and South Australia through having to pay hefty fees to acquire shipping slots.

“We fear this could eventually lead to reduced competition for growers’ grain which will give those big players much more control over the price they pay at the farm gate.”

Biosecurity Bulletin March 2013 Now Available

Maintaining Australia’s biosecurity integrity is vital to our agricultural industries, our unique environment and our way of life. It benefits everyone and relies on work being done overseas, at our border and here in Australia.

Biosecurity is about preventing pests and diseases from entering Australia as people and goods enter and leave the country. It’s also about managing any disease outbreaks if they do occur to ensure they don’t impact Australia’s economy.

DAFF works in partnership with industry, government and the community to undertake its task.

More... <http://daff.gov.au/aqis/about/reports-pubs/biosecurity-bulletin/2013/mar#1>

Recognising a lifetime of commitment

One man’s outstanding contribution to biosecurity in the shipping industry was recognised this month when the Department of Agriculture, Fisheries and Forestry (DAFF) presented a Lifetime Biosecurity Achievement Award to **Mr Llew Russell**.

More... <http://www.daff.gov.au/aqis/about/reports-pubs/biosecurity-bulletin/2013/mar#2>

Partnering for the future

The collaborative work undertaken between the Department of Agriculture, Fisheries and Forestry (DAFF) and Agri Australis in importing hazelnut trees is set to bring many benefits to Australia and the horticulture industry.

More... <http://www.daff.gov.au/aqis/about/reports-pubs/biosecurity-bulletin/2013/mar#3>

Inspection reform a winning outcome for horticulture

Embracing change and working cooperatively with the Department of Agriculture, Fisheries and Forestry (DAFF) to bring about reform in the plant export sector has seen three Australian companies win an Australian Biosecurity Award.

More... <http://www.daff.gov.au/aqis/about/reports-pubs/biosecurity-bulletin/2013/mar#6>

Sea container agreement a win for DAFF and industry

A Sea Container Hygiene System (SCHS), trialled collaboratively between industry and the Department of Agriculture, Fisheries and Forestry (DAFF), is helping to manage the biosecurity risks of imported sea containers.

More... <http://www.daff.gov.au/aqis/about/reports-pubs/biosecurity-bulletin/2013/mar#7>

Port of Long Beach Information & 37% Rise in Cargo in February

A new publication produced by the Port of Long Beach is now available via the web at www.polb.com/leadingtheway or for the ipad go to www.polb.com/ipad.



February Cargo Rises 37% in Long Beach

Port of Long Beach terminals saw a dramatic increase in cargo in February, moving 36.6% more containers compared to the same month one year ago - including a nearly 46% surge in imports and a 17.2% jump in exports.

February's total was 530,967 TEUs (or twenty-foot equivalent container units). There were 279,144 TEUs of imports, the highest volume of import containers for a February since 2007. Exports rose to 140,626 TEUs.

Empties were up 44.2% to 111,197 TEUs. With imports exceeding exports, empty containers are sent overseas to be refilled with goods.

Trans-Pacific trade this time of year is often affected by the Lunar New Year holiday, which can slow goods production in many Asian countries that export to the U.S. The holiday is determined by the lunar calendar and in 2012 started in late January, which affected February 2012 numbers. This year, the holiday was in mid-February and its effects are more likely to be reflected in March statistics.

Also, cargo increases in recent months are in part due to the more frequent use of larger ships and the addition of service lines to Long Beach. In the latter part of last year, Mediterranean Shipping Co. and CMA CGM, two of the largest ocean carriers in the world, established exclusive hubs at the Port of Long Beach.

For more details on the cargo numbers, visit www.polb.

Natural Gas to Power Locos

Top U.S. railroad BNSF Railway Co, one of the largest users of diesel fuel in the United States, plans to test using natural gas to power its locomotives this year, the Wall Street Journal reported on Tuesday.

If successful, the experiment could weaken oil's dominance as a transportation fuel and provide a new outlet for the glut of cheap [natural gas](#) in North America, the paper said in its online edition.

(Read More: [China's Natural Gas Drive May Cut Oil Demand by a Tenth](#))

"This could be a transformational event for our railroad," BNSF Chief Executive, Matt Rose, told the Journal. [Shifting to natural gas](#) would "rank right up there" with the industry's historic transition away from steam engines last century, he told the newspaper.

BNSF is the second-biggest user of diesel in the United States after the U.S. Navy, the paper said citing the company's estimates.

Port of Melbourne Container Trade Report

The Port of Melbourne reports that total overseas container throughput (full + empty) for February was 162,615 TEU. This was a decrease of 1.9% over February 2012 and down 2.3% for the financial year to date. Total (full + empty) overseas container imports for the month were up 5.1% while total (full + empty) overseas container exports decreased 8.4%, mainly driven by a large decline in empty overseas container exports.



Latins snap up LNG-powered Super Ship

The extraordinary Incat story flipped to a new chapter in April with the announcement that the Hobart shipyard's first liquified natural gas powered high-speed passenger ship had been sold.

The environmentally friendly 99-metre vessel, with capacity for more than 1,000 passengers and 153 cars, has been bought by Incat's long-standing South American customer Buquebus. It will be used on the busy route between Buenos Aires, Argentina, and Montevideo, Uruguay.

So Incat Chairman and founder, Robert Clifford, has pulled his business back from the brink yet again – this time out of a deep slump in international marine industry investment caused by the global financial crisis. The downturn caused Incat's rival, Austal Shipping, to close its Margate shipyard.

Last November, Incat's website said the liquified natural gas (LNG) ship was being built for "a customer who has, for now, requested the commercial arrangements and route remain under wraps."

With the deal out in the open, Dr Clifford said: "Incat is excited about this project as it represents a significant step in the global move for natural gas-powered ships to replace those operated with less environmentally friendly fuels.

"Incat is especially pleased to be building this ship, hull 069, for a repeat customer. Buquebus have clearly demonstrated their preference for Incat technology over a 20-year period and hull 069 will be the eighth that we have built for Buquebus and their associated companies. It will be the largest catamaran they have operated and the fastest, environmentally cleanest, most efficient, high-speed ferry in the world."

The yet to be named vessel is under construction at the Incat shipyard at Prince of Wales Bay. Delivery is anticipated to be in the southern hemisphere spring of 2012.

With a projected lightship speed of 53 knots, and an operating speed of 50 knots, the vessel will enable Buquebus to compete with airline traffic on the Rio de la Plata crossing.

The passenger cabin will include tourist, business and first-class seating, with over 1,000 sq m of duty-free shopping; the largest shopping area ever installed on a fast ferry.

The vessel will be Incat's first installation of LNG-powered dual fuel engines, and the first high-speed craft built under the international safety code to be powered by gas turbines using LNG as the primary fuel and marine distillate for standby and ancillary use.

"This is a significant step forward as natural gas-powered ships must replace ships with less environmentally friendly engines," Dr Clifford said. "This ship will set the scene for the future."

Incat and Revolution Design engineers have worked with technical personnel from GE in Europe and the United States on the project. Their goal has been to make Hull 069 the fastest, environmentally cleanest, most efficient high-speed Ro-Ro ferry in the world.

In each catamaran hull, a GE Energy LM2500 gas turbine will drive a Wartsila L1X 1720 waterjet, a departure from the use of two engines and two jets per hull in recently constructed diesel-powered Incat vessels.

The GE Energy LM2500 gas turbines are being modified to meet class requirements, so either LNG or marine distillate can be burned. The LM2500 is derived from the CF6 family of wide-body aircraft engines. It powers many industrial and electrical generation applications around the world, using a variety of gaseous and liquid fuels.

Fleets of destroyer class warships, as well as commercial ferries and cruise ships are using the LM2500, burning conventional marine fuels. GE has now modified the fuel-delivery system to accommodate LNG, enabling lower emissions and reduced operating costs for commercial fast ferries.

Dr Clifford said interest in cleaner vessels was growing around the world, partly because the International Maritime Organisation was planning tighter restrictions on shipping pollution from 2015. "The emissions that come from LNG contain much less carbon dioxide," he said. "We're already talking to two or three other customers who want similar solutions."

LNG fuel tanks will be installed in compartments above the ship's double-bottom marine distillate tanks. The change-over between the two fuels will be automatically controlled.

The LNG ferry contract and the strategic and technical redirection it involves were sorely needed by Incat. Despite a recent visit by the Royal Australian Navy, the pace-setting shipbuilder is still looking for committed buyers for a 112m and an 85m vessel that are under construction.

Incat announced last year that it was putting some of its skilled workers out for hire to other companies in an effort to keep its workforce intact during the lean period. Dr Clifford said about 40 Incat workers had been seconded to other Tasmanian projects.

Source: <http://www.brandtasmania.com/newsletter.php?ACT=story&issue=116&story=4>

New shiploader swings into position as Cape Lambert moves closer to 290 Mt/a target

Rio Tinto has taken a major step forward in its expansion of its Pilbara operations, with the installation of the new shiploader with a nominal 55 million tonne annual capacity on the new wharf at Cape Lambert.

The shiploader was swung from the 'BigLift' vessel and placed directly on to its rails on the wharf, which will eventually extend 1.4 kilometres from shore.

The shiploader was manufactured offshore and transported to the Pilbara in modular form by the specialist heavy-lift ship. The modular design meant a narrow timeframe was necessary to transfer the 1,000-tonne shiploader from the vessel to its position, minimising the safety hazard in the works and improving the construction time. Unloading and erection was completed within a few days.

Rio Tinto Pilbara Projects chief operating officer Michael Gollschewski said the shiploader was a major component of infrastructure in the expansion programme and it was exciting to see it secured in place.

"The last time we received a new shiploader was in 2007, also at Cape Lambert, on the existing wharf as part of the capacity expansion to 220 million tonnes a year. This is a powerful visible reminder that we are progressing rapidly towards the reaching our interim target of achieving 290 million tonne annual capacity for the Pilbara operations," he said.

"The shiploader joins the two new stackers, two reclaimers and a new car dumper in the newly constructed stockyard for the Cape Lambert expansion, which means all of our major coastal infrastructure for the 290 Mt/a project is now safely on site and in place ensuring a major element of risk has now been resolved."

The expansion is progressing rapidly and to schedule, with a variety of inland mine, rail and support infrastructure projects also forging ahead.

The new Cape Lambert wharf is being constructed in two stages with the first stage to be completed in the third quarter of 2013, consisting of a two-sided berth that will provide facilities and loading for two very large ore carriers with the capacity to deliver up to 250,000 tonnes of iron ore to each.

Work on the second stage (phase B), will add a 400-metre wharf extension with another two berths, this second stage is already well advanced, with all dredging requirements and majority of piling now completed. Once all works have been completed the Cape Lambert port will have the largest export capacity of the three iron ore port assets owned by Rio Tinto.

The Rio Tinto expansion of its Pilbara operations is the largest integrated mining project in Australian history, and is on track to complete the announced schedule:

1. 225 Mt/a by Q1 2011 - Dampier port debottlenecking (complete)
2. 230 Mt/a - Dampier port incremental (complete)
3. 290 Mt/a by Q3 2013 - Cape Lambert 60 Mt/a increment (in implementation)
4. 360 Mt/a in H1 2015 - Cape Lambert 50 Mt/a increment and car dumper replacement 20 Mt/a increment (infrastructure approved)

All approvals for the expansion to 290 Mt/a capacity are in place, and all key rail and port approvals for the 360 Mt/a stage are completed.

This project is part of the Robe River Iron Associates joint venture consisting of Rio Tinto (53 per cent), Mitsui (33 per cent), and Nippon Steel Sumitomo Metal Industries (14 per cent). Robe River Iron Associates is the world's fourth largest seaborne supplier of iron ore and operates three open pit mining operations in Western Australia: Mesa J and Mesa A in the Robe Valley, near Pannawonica and West Angelas, approximately 100km west of Newman.

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