

# ***Inside ICHCA***

## **Australia**

**October 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 ICHCA website at [www.ichca-australia.com](http://www.ichca-australia.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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### **Australia's Infrastructure in the Asian Century**

Infrastructure investment will play a key role in harnessing the opportunities and addressing the challenges of the Asian century according to the Minister for Infrastructure and Transport, Anthony Albanese.

He said infrastructure was a core pillar of the plan for boosting productivity growth and incomes contained in the Gillard Government's *Australia in the Asian Century* White Paper. "The White Paper reinforces the importance of a national framework for developing, financing and maintaining nationally significant infrastructure. This will assist governments and the private sector to plan and prioritise infrastructure needs at least 20 years ahead."

He said the White Paper emphasised that well-planned and prioritised infrastructure investment would support Australia's growing trade and investment with the region as well as improving productivity and the efficient movement of goods and people - both domestically and internationally.

“Better infrastructure will reduce future congestion costs by billions of dollars a year. The Government has paved the way in positioning Australia’s infrastructure to meet the challenges ahead through a comprehensive reform and investment agenda.

“We have doubled annual infrastructure spending from \$141 to \$269 per Australian, with large scale road, rail and public transport projects expected to generate long term economic, social and environmental benefits far exceeding what they cost to build.”

Mr Albanese said that through the establishment of Infrastructure Australia, the Federal Government has overhauled the way the nation plans, prioritises, finances, builds and uses infrastructure.

“We have boosted the economy through our \$36 billion Nation Building Program and encouraged the use of technology to enhance the productivity of our roads through our Smart Motorways projects. The Interstate Rail Network is carrying more freight than ever before and at much faster speeds with average transit times between Brisbane and Melbourne, for example, now seven hours shorter than they were in 2005.

“After more than a century of failed attempts, Australia is now only months away from new national regulators in heavy vehicle, maritime and rail safety which will deliver more than \$30 billion in national productivity benefits over the next 20 years.”

Mr Albanese said, Our landmark shipping reforms which commenced on 1 July this year have already begun to harness the trade opportunities in the Asian region. The combination of a zero tax rate and internationally competitive employment conditions will help to revive Australia’s involvement in international shipping.

“In the competitive, globalised world of the 21st century, infrastructure matters. Our record investment combined with the national leadership we’ve taken to planning and prioritising Australia’s infrastructure needs means we are well placed to take advantage of the opportunities presented by the Asian century.”

## **Private Sector Bids Invited for Victoria’s Largest Port Development**

The \$1.6 billion redevelopment of the Port of Melbourne has reached a major milestone with Premier, Ted Baillieu, officially inviting expressions of interest seeking operators for the new Webb Dock container terminal, automotive terminal and Pre Delivery Inspection (PDI) Hub.

“Melbourne is Australia’s largest container, automotive and general cargo port with trade results for the 2011-12 year showing 7.8% growth in container trade to 2.58 million twenty-foot equivalent units (TEUs) and 4.5% growth in automotive trade to 356,000 vehicles,” Mr Baillieu said.

“This represents about 36% of the nation’s total container trade and 40% of the nation’s automotive exports and imports, which is why Victoria is known as the country’s freight and logistics capital.

“With trade forecasts indicating that these figures are expected to increase dramatically over the next 10 years, it is vital this reputation is protected along with the jobs and economic benefits it provides for the State.”

The Expressions of Interest (EoI) process is the first stage in a competitive bidding process for each of the three components of the Webb Dock Development - the container terminal, the automotive terminal and the PDI Hub.

“All EoIs will be assessed using commercial, environmental and community amenity criteria, while the Port of Melbourne will deliver the backbone infrastructure required for this development,” Mr Ballieu said.

Minister for Ports, Denis Napthine, said the Port Expansion Project was critical for Victoria’s future and would create more than 2,600 jobs. “This EoI process is a highly competitive, significant commercial opportunity that has already attracted the interest of some of the world’s best port and automotive operators.

"In releasing formal invitations for the EoI today, the Port of Melbourne will be able to drive the best possible deal that will create jobs, build trade and protect Victoria's economic future.

"In April this year, we announced the start of this project and less than 6 months later we are inviting private sector bids for this exciting project. The Victorian Coalition Government is looking forward to the conclusion of the bidding process where we will announce the three successful operators for the Webb Dock precinct," Dr Napthine said.



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## Asciano Signs Contract for Automated Straddles at Port Botany

Asciano has signed a contract with Cargotec Corporation, a global leader in cargo and load handling solutions, to deliver 44 automated straddle carriers between end of 2013 and early 2014. The order is part of the company's \$348 million investment to comprehensively redevelop and expand its container terminal at Port Botany in Sydney.

Currently responsible for moving more than half of the nation's containerised freight across Australian wharves, Asciano will transform its Port Botany terminal into a world class and internationally competitive terminal with four berths and 1400m of quay line by mid-2014. The project includes the installation of world leading automated straddle carrier (AutoStrad™) technology and the introduction of 10 metre high, 65 tonne automated straddles and associated infrastructure and systems.

Once built, the 44 AutoStrads™ will operate unmanned, using radar and laser guidance technology to navigate the straddles around the yard, moving and stacking containers from the quay line into the holding yards, onto vehicles and back to the quay cranes with pinpoint accuracy of better than 2cm. The navigational system provides infinite flexibility and significant improvements in safety, with a demonstrated track record of safety and efficiency improvements.

Asciano Director Container Terminals and Logistics, Alistair Field, said the AutoStrad™ technology had been operating at the Port of Brisbane since 2005 with great success, delivering significant improvements in onsite safety, efficiency and reliability of service provision. "In the first year of automation at our Brisbane AutoStrad™ Terminal, we achieved a 75% reduction in safety incidents, increasing to a reduction of 90% in following years. It is only logical that we look to replicate this success at our biggest container terminal at Port Botany."

Asciano Chief Executive Officer and Managing Director, John Mullen, said automation was a core part of the Port Botany redevelopment project and a critical part of Asciano's ports growth strategy. "It is imperative to ensuring the company's long -term future and competitiveness in an environment where a third stevedore is imminent. To do nothing is simply not an option".

Asciano has partnered with Cargotec for many years both as a supplier of equipment as well as maintenance provider.

## Maritime Logistics Forum for Darwin

The 2012 Maritime Logistics International Forum will be held in Darwin next month. The forum will run from 7 to 9 November at the Crowne Plaza, Darwin.

It follows last year's inaugural Maritime Logistics International Forum in Singapore and CILTA NT is pleased to join with GlobalMET to host this year's forum.

Australia's future growth lies with Northern Australia and greater engagement with northern neighbours. It is probably not well known that from the mountains of Timor Leste - on a clear day - the Australian coastline can be seen, hence the early maritime traders came by sea to do business across north Australia hundreds of years ago.

Darwin is a modern cosmopolitan city populated by people from many places in the world and is well known for its harmonious community.

The maritime sector faces enormous challenges and a drain on resources with the rapid progression of offshore developments and the need for logistical and technical support that comes with it.

CILTA welcomes your participation. Further information from <http://cilta.com.au/index.cfm?MenuID=71&EventID=123>.

The Chairman of CILTA NT, Peter Goed FCILT, can be contacted on 08 89482097 or mobile 0417 805631 or e-mail [pgoed@bigpond.net.au](mailto:pgoed@bigpond.net.au).

The banner features a background image of a large red and white oil tanker at sea. The text is as follows:

**2012 Maritime Logistics International Forum**  
Wednesday 7th to Friday 9th November, Darwin, Northern Territory, Australia  
Registration includes Welcome Reception, Forum Networking Dinner and Darwin Harbour Cruise.

**Register Today!**  
Save 25% and register before October 10  
[www.cilta.com.au/Events](http://www.cilta.com.au/Events)

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- Strengthen relationships in the Asia Pacific Region.
- Raise the profile of the International Maritime Logistics Industry.
- Increase recruitment, retention and career development opportunities.
- Discuss some of the major challenges facing the Maritime Logistics Industry in the Asia Pacific Region.
- Keep up with the growth of the International Maritime Logistics Industry through mutual collaboration.

## More Companies Sign Maritime Singapore Green Pledge

The Maritime Singapore Green Pledge continues to receive a positive response from the maritime industry. Another 13 organisations signed the Maritime Singapore Green Pledge during the opening ceremony of the 17th Singapore International Bunkering Conference and Exhibition (SIBCON).

This is the third Green Pledge signing ceremony organised by the Maritime and Port Authority of Singapore (MPA) since the Green Pledge was inaugurated in April 2011. With the latest signing, a total of 40 key organisations have pledged their commitment to promote clean and green shipping in Singapore.

MPA Chief Executive, Lam Yi Young, said, "We started the Green Pledge last year as part of the Maritime Singapore Green Initiative. Through the Green Pledge, we want to encourage the maritime industry to come forward and play an active role in promoting clean and green shipping in Singapore. We are heartened by the continued support for the Maritime Singapore Green Initiative and the Maritime Singapore Green Pledge."

The signatories pledged to be responsible members of the international maritime community by supporting and promoting clean and green shipping in Singapore and called on the maritime community to join them in protecting and safeguarding the environment.

The Maritime Singapore Green Initiative was launched by MPA during Singapore Maritime Week 2011 to reduce the environmental impact of shipping and related activities and to promote clean and green shipping in Singapore. It is a comprehensive initiative comprising three programmes - Green Ship Programme, Green Port Programme and Green Technology Programme. MPA pledged to invest up to \$100 million over a period of five years in the Maritime Singapore Green Initiative.

The Green Ship Programme targets Singapore-flagged ships and encourages the use of efficient ship designs that reduce fuel consumption and carbon dioxide emissions. Singapore-flagged ships which go beyond the requirements of the International Maritime Organization's (IMO) Energy Efficiency Design Index enjoy a 50% reduction of Initial Registration Fees (IRF) and a 20% rebate on Annual Tonnage Tax (ATT) payable. To-date, 28 ships have qualified for the Green Ship Programme.

The Green Port Programme aims to encourage ocean-going ships calling at the Port of Singapore to reduce the emission of pollutants. Ships that use type-approved abatement/scrubber technology or clean fuels with sulphur content of less than % m/m during their entire port stay (five days or less) can enjoy a 15% concession in port dues. As of 30 September 2012, a total of 369 vessels have registered in this programme and 742 vessel calls have enjoyed the 15% concession in port dues.

## **International Best Practice Environmental Study Released for Abbot Point**

North Queensland Bulk Ports has announced the release of the Abbot Point Voluntary Cumulative Impact Assessment (CIA), which it believes is the first collaborative study of its kind undertaken in Australia.

The CIA will ensure that future port developments continue to protect the environmental and heritage values of the Great Barrier Reef and World Heritage Area.

North Queensland Bulk Ports Corporation (NQBPC) CEO, Brad Fish, said the CIA set a national benchmark for the future, and the comprehensive assessment will be used to inform best practice environmental management of future projects at the Port of Abbot Point in Queensland.

"Undertaken voluntarily by Port terminal proponents BHP Billiton, GVK Hancock and Adani, with the assistance of NQBPC, the CIA is an excellent example of industry working together to achieve sustainable environmental outcomes," Mr Fish said.

The CIA is made up of 16 comprehensive environmental studies covering all aspects of the environment, including shipping, fishing, noise, dredging, marine and terrestrial biodiversity, and visual amenity. These studies have been conducted and reviewed by scientific experts including eminent university scientists, environmental consultants, port industry professionals and maritime safety experts.

Mr Fish said, "The cumulative impact work will be crucial in helping regulators, proponents and the public to better understand the collective impact of expansion at Abbot Point, including mitigation measures designed to continue to protect the outstanding universal values of the Great Barrier Reef."

One of the key elements of the CIA is the Great Barrier Reef-wide shipping study. It provides robust forecasts of shipping increases over the next 20 years and examines the potential environmental risks from commercial shipping within the context of current and future maritime regulation and management.

The study concluded that with responsible management in place, future shipping increases do not pose a substantive risk to the Great Barrier Reef. A number of recommendations have been included in the report to maintain and expand best practice environmental management of future shipping activity.

To ensure appropriate environmental management of developments at the Port of Abbot Point the CIA recommended the establishment of a Joint Environmental Management Framework (JEMF), which would involve all future terminal operators and would come into effect when the next project at Abbot Point proceeds.

Brad Fish said NQBPC and the proponents are committed to achieving superior environmental outcomes at

the Port, and that the CIA shows that Abbot Point can be expanded in an environmentally sustainable and responsible way.

“The expansion of the Port of Abbot Point is necessary to support economic growth and jobs. It is important that future development provides confidence to the community that world class environmental planning and management will be applied in an area adjacent to the Great Barrier Reef,” Mr Fish said.

Separate environmental impact assessments have been or will be undertaken by each proponent to coincide with their project timelines. The CIA is expected to inform port planning, approvals, construction and operations of each project.

The Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC), the Great Barrier Reef Marine Park Authority (GBRMPA) and the Queensland Government have been consulted extensively during the preparation of the CIA.

The CIA, along with its supporting studies, is now available for a six-week comment period (24 October to 4 December 2012).

For a full copy of the Abbot Point Cumulative Impact Assessment, Executive Summary, all technical studies and the draft Joint Environmental Management Framework visit: [www.abbotpointworkinggroup.com.au](http://www.abbotpointworkinggroup.com.au).

## Conferences and Events

### November

#### **2012 Maritime Logistics International Forum – November 7<sup>th</sup> – 9<sup>th</sup>**

Register at [www.cilta.com.au/Events](http://www.cilta.com.au/Events)

#### **SA ICHCA Luncheon – November 21<sup>st</sup>**

Register with Emily Treloar, AECOM [treloar.emily@aecom.com](mailto:treloar.emily@aecom.com)

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