



**February 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](http://www.ichca-australia.com) . We also have an ICHCA 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@ichca.com](mailto:ian.lovell@ichca.com) or telephone 0400 708 182.

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# Global Directory of ICHCA Members and Services

**Dear ICHCA Australia Members:**

ICHCA International is launching a Global Directory of ICHCA Members and Services and aims to release it at the end of March.

There will be two versions of the Directory:

A public version, that will profile ICHCA and its members to the world at large. This will include a list of members with logos (where appropriate) and a brief member/company description, plus website and social media URLs.

A member's only version providing member contact details, allowing members of the global ICHCA community to make direct contact with each other.

To ensure your organisation is included in the ICHCA Directory please ensure that *you have paid your membership for 2015* and then complete the attached form and send it to the ICHCA International Officer who is putting the directory together, namely Helen Coffey [helen.coffey@ichca.com](mailto:helen.coffey@ichca.com).

Please note that this directory listing is additional to the company profile we offer to ICHCA Australia members on our website.

We look forward to hearing from you soon as we want to get the Directory out by the end of March.

If you require further information please contact me.

Best Regards

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ICHCA International  
Directory Listing form

## ICHCA International Leadership on Major Issues

ICHCA International and ICHCA Australia continue to play a vital leadership role in major issues facing the industry.

The conference detailed below is an example of the work ICHCA International is doing. While probably too late for any Australian members or interested parties, who have not already organised their involvement, the detail provided gives a flavour of the type of activities the organisation is involved in and the benefit which can be obtained through participation.

International events and seminars will continue to be advertised thorough Inside ICHCA.

# Managing Risk in Container Operations

## Technical Seminar

11 March 2015 | Las Palmas, Canary Islands

## 73rd ISP Technical

## Panel Meeting

9 - 10 March 2015 | Las Palmas, Canary Islands



Container operations are a risky business.

Whether you're a port authority or terminal operator, shipper or insurer, unsafe practice at the ship-to-shore interface has the potential to cause damage that can send shock-waves through every level of the supply chain. As part of its commitment to safety and efficiency in cargo operations, ICHCA will be hosting a seminar - 'Managing Risk in Container Operations' - on 11 March to examine key risk areas and the measures you can take to mitigate those risks and reduce serious incidents.

ICHCA will also be assembling industry leaders at its 73rd ISP Technical Panel meeting from 9-10 March which is free to attend for all Panel members. ICHCA members and qualified guests may also join as observers.

[REGISTER NOW](#)

## **73rd ISP Technical Panel Meeting**

**9 - 10 March 2015**

**Las Palmas Port Authority Building, Las Palmas, Canary Islands**

The meeting provides a chance for the Panel to review and develop safety and good operational practice in cargo handling worldwide. Key topics on the agenda are expected to include container weighing, container lashing and securing, and port equipment safety among others. Lunch and refreshments will be provided.

## **Managing Risk in Container Operations Technical Seminar**

**11 March 2015**

**Casa Africa, Las Palmas, Canary Islands**

Hosted by Casa África, the seminar will give attendees a chance to share knowledge and experiences of a range of topics. Discussions will focus on two key areas throughout the day.

### **Session 1: The main risks to operations**

- Pedestrians and vehicles in terminal areas
- Vessel and container access and operations at height
- Heavy equipment incidents and procedures
- Weather and environmental considerations
- Drugs and alcohol

### **Session 2: Controlling and mitigating risks**

- Collision prevention in terminals
- Training and competency assessments
- Management procedures
- Legislative compliance

[See the full programme >](#)

## Government Responds to Freight Rail Inquiry

The WA Government will work with CBH and Brookfield to determine whether a viable business case can be developed for Tier 3 rail lines. The Government tabled its response to the Economic and Industry Standing Committee Report, The Management of Western Australia's Freight Rail network.

Transport Minister, Dean Nalder, said the response confirmed the longstanding Government position that the maintenance of all leased railway infrastructure was the responsibility of Brookfield Rail and investment in freight railways was primarily the responsibility of the private sector.

"On February 11, a determination was made by an arbitrator under the Railways (Access) Code 2000 in relation to Co-operative Bulk Handling Limited's (CBH) proposal to access the Tier 3 and Miling grain freight lines operated by Brookfield Rail," Mr Nalder said.

Resolution of the arbitration has cleared the way for CBH to negotiate with Brookfield Rail about the terms for access to the grain network. The Railways (Access) Code 2000 allows for a 90-day negotiation period between the parties which will start this month.

The Government has written to CBH and Brookfield Rail to express its willingness to work with them to determine whether a viable business case can be developed for the Tier 3 rail lines and strongly encourages both parties to negotiate in good faith to bring this ongoing matter to a conclusion.

The Minister said both road and rail transport were critical links in the supply chains for moving freight in WA. Through the Government's Grain Freight Improvement Program, \$163 million was spent on commercially viable Tier 1 and 2 rail lines and \$118 million has been allocated to State and local government road upgrades in Tier 3 areas.

The purpose of this program was to encourage the funnelling of grain to viable rail lines for rail transfer to port and to enhance road safety for local communities," Mr Nalder said. Main Roads undertakes a weekly assessment of CBH haulage roads used to transport grain.

Record levels of grain were successfully transported during the 2014-15 grain season, despite Tier 3 rail lines not being operational. Record levels of grain were transported by rail with no apparent increase in trucks in the Perth metropolitan region.

## NT Port Inquiry Unanimously Supported

The Territory Assembly has unanimously agreed to establish a Parliamentary Select Committee to explore how private sector finance can be injected into Darwin Port.

Chief Minister, Adam Giles, said, "The reality is that our port must grow so that it can meet the needs and opportunities of the future and we need to find private investment to make that happen. Our port is not for sale but a private sector partnership provides an opportunity to attract the capital we need to improve infrastructure at this critical facility.

"The Parliamentary Committee that has been established should give Territorians confidence that a lease arrangement will help grow local jobs and help drive down the cost of goods going through the port.

Member for Blain Nathan Barrett has been confirmed as the Committee's Chair. "Nathan Barrett previously worked at Patrick Stevedores at the port before entering Parliament and is well qualified to investigate this issue," Mr Giles said.

"I'm also keen to explore existing Northern Territory public/private partnerships such as the Marine Supply Base and the lessons that can be learnt from the process undertaken when the former Labor Government privatised this section of the port."

The inquiry will report back to Parliament on 27 April when the legislation enabling Port leasing will be debated.

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## USA West Coast Port Labour Dispute Resolved

A major industrial dispute in key west coast American ports has been resolved.



Los Angeles Mayor, Eric Garcetti, and Long Beach Mayor, Robert Garcia, thanked the International Longshore Workers Union and the Pacific Maritime Association for heeding their call to resolve the labour dispute and announced plans for the Ports of Los Angeles and Long Beach to collaborate on a series of initiatives designed to meet the changing dynamics of seaborne trade and the impacts of those changes on cargo flow through America’s largest trade gateway.

The two ports recently submitted to the Federal Maritime Commission an updated cooperative working agreement that clarifies and expands on their existing pact. The proposed update, will enable the ports to work together on strategies that will benefit both ports in the areas of supply chain logistics and gateway marketing, as well as environment, security and legislative advocacy.

“With a tentative labour contract announced, the Ports of Los Angeles and Long Beach must collaborate and invest in the future to reach new levels of cargo efficiency and re-enforce our position as the Western Hemisphere’s trade gateway to the world,” said Mayor Garcetti. “With second-to-none infrastructure, a highly skilled labour force and unparalleled industry assets, our two ports need to work with stakeholders to promote our strengths and ensure that jobs and cargo continue to flow into Southern California.”

“Now that our ports are moving again we plan to redouble our efforts to invest in port infrastructure,

increase trade and ensure that we remain the best place to do business on the West Coast,” said Long Beach Mayor, Robert Garcia. “We are still the largest and most efficient port complex in the country.”

The Port of Los Angeles and Port of Long Beach are the largest ports in the USA, ranked first and second respectively and combined are the ninth largest port complex in the world. The two ports handle about 43% of the nation’s total import traffic and 27% of its total exports. More than 3 million direct, indirect and induced jobs are related to cargo movement at the port complex. More than \$30 billion in national, state and local taxes are generated from port-related trade each year.

In recent months, the harbor commissions of both ports have requested from the FMC approval of an updated cooperative working agreement to work together on supply chain issues that include greater collaboration in the development of chassis supply and storage solutions, greater vessel call coordination, reduced truck turn-times, and solutions to help address congestion related to marine terminal operations.



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## New Post-Panamax Crane for DP World Fremantle



*Zhen Hua 18 approaching the entrance to the harbour*

DP World Australia has taken delivery of a new ZPMC quayside post-panamax\* container crane for use at its Port of Fremantle terminal. The white crane (in photograph) is the second post-panamax crane for DP World in Fremantle and the fifth in the Fremantle Inner Harbour.



*Beginning the journey through Fremantle Inner Harbour*

The crane arrived on the *Zhen Hua 18*, a semi-submersible vessel and was rolled out onto the wharf using bridging mats and jacked up and towed out of the way of the ship.

The yellow crane on the ship will be offloaded at the DP World Sydney terminal.



*Approaching Berth 6 on North Quay*

The cranes, loaded for voyage in China on 16 January 2015, were built on Changxing Island, China, by the Shanghai Zhenhua Heavy Industries Company over the previous 16 months.

ZPMC cranes have:

- a rated capacity under spreader of 65 tonnes and under heavy lift beam of 80 tonnes
- an outreach of 50 metres, with a rail gauge of 25.3 metres
- a hoist height above rail of 38 metres
- a hoist speed of 90 metres/minute loaded and 180 metres/minute unloaded
- a cross travel speed of 240 metres/minute.

*\*A post-panamax crane can unload containers from a container ship too wide to pass through the Panama Canal (about 18 containers wide). The Panama Canal is currently being widened.*

## **Two Industry Veterans, Join Port Management**

The Long Beach Board of Harbor Commissioners this week appointed port industry veterans Michael Christensen and Glenn Farren to newly created management positions to enhance cargo flow and service at the Port of Long Beach.

Christensen, who most recently was Deputy Executive Director at the Port of Los Angeles, was appointed Port of Long Beach's Senior Executive for Supply Chain Optimisation, reporting directly to Chief Executive, Jon Slangerup. Farren, who was General Manager for Hapag-Lloyd America, will be Long Beach's Director of Tenant Services and Operations, a new position created to emphasise the importance of relations with port tenants.



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