



October 2014

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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ICHCA Australia Appoints Acting Chairman

ICHCA Australia wishes the Chairman, Tony Grant, all the best for a speedy recovery after recent health issues. In light of Tony's ongoing rehabilitation and treatment, the ICHCA Board has appointed John Warda as Acting Chairman.

Mr Warda said, "As the interim Chairman I will keep in close touch with Tony to ensure I am capturing his views on all ICHCA matters and will be pleased to see him resume the Chair once he is fully recovered. Our thanks to Tony for his contribution to ICHCA to date and we look forward to his continued input in the future."

Mr Warda acknowledged not only Tony's contribution but that of the ICHCA board members who contribute their time on a voluntary basis. "Our longest serving member John Strang deserves special mention for the time, effort and financial support he has provided over many, many years. If we had an ICHCA Hall of fame, John would be its first member. Not only does John contribute significantly, but behind the scenes, so does his daughter Sallie Strang."

You may be surprised to learn that Sallie is instrumental in getting Inside ICHCA formatted and distributed each month as well as managing ICHCA's data base – she has been doing this for at least 10 years. Also Sallie is the one who organises the successful ICHCA Queensland Luncheons. So when you get your copy of Inside ICHCA or attend a ICHCA Queensland Lunch, please think of Sallie's valuable contribution.

John Warda will chair an ICHCA Board meeting in Adelaide on 10 December and invites ICHCA members to contact him or the Company Secretary, Ian Lovell, if there are issues or matters they wish to be raised. Please send them by email to ian.lovell@bigpond.com by the 3 December.



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National ICHCA/SAFC Sustainability Conference - An Outstanding Success

I am delighted to report on the success of the ICHCA / SAFC Sustainable Supply Chain Solutions events held in Adelaide between 29 October and 1 November. I would especially like to thank our speakers (32 of them), our session chairs and our sponsors. Without them the event would not have happened.

To date I have received a lot of positive feedback on the choice of topics addressed and how excellent and crisp the speaker presentations were over the two days of the conference.

Of course we cannot overlook the Flinders Port Holdings Cocktails and Gala Dinner. The opportunity to network and relax combined with good wine and food was only made better by the entertainment. I'm sure you will all join with me in thanking Sharon Middleton for her superbly sung medley of Australian songs staged against a beautiful "Aussie Outdoors" backdrop. Sharon is an outstanding multi-talented person, not only is she an accomplished entertainer but is also President of the South Australian Road Transport Association and a joint director/owner of Whiteline Transport. Sharon also has a M.C. Roadtrain and B-Triple licence and is the cofounder of Foundation Shine. Foundation Shine promotes awareness with regard to mental illness and raises funds for organisations providing much needed support to sufferers.

Not only were we entertained by Sharon but we were also captivated by dinner speaker Phil Baker, who recounted the unusual and amusing happenings during his career in the aviation industry. We all congratulate Phil on surviving so many challenges and using his skills as a raconteur so well.

On the Friday a small group of delegates went on the industry tour and gained a great briefing on the port from Michael Simms from Flinders Ports, an on ground tour of the extensive Qube Logistics facility at Outer Harbor most capably hosted by Alby Gluyas from Qube and an on-wharf tour of the Flinders Adelaide Container Terminal led by OHS expert Chad. Having thoroughly seen and been briefed on the port we spread our wings and arrived at Adelaide Airport for an airside inspection and briefing on the new Adelaide Airport 30 year horizon development plans. Our thanks to Stephanie Bolt not only for her clear briefing but also for how smoothly everything went.

Conferences are about many things and one of them is making new contacts and networking. To assist, ICHCA Australia has available for members the contact details for most of the 120 people that participated in the conference.

If you wish to send me feedback on how you thought the conference went I will be happy to receive it – after all life is a journey of continual improvement - before our final destination ☺

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Copies of the conference papers can be found via the below links:

<http://www.ichca-australia.com/>

http://www.safreightcouncil.com.au/forumsconferencesevents_sustainablesupplychainsolutionsconference.html

Conference Speaker List:

Day 1

- Glen Hilton (Port of Tanjung Pelepas)
- Lee Hochberg (QuinTiq ANZ Pty Ltd)
- Stephanie Bolt (Adelaide Airport Ltd)
- Simon Ormsby (ARTC)
- Antony Sprigg (Infrastructure Sustainability Council of Australia)
- Rod Nairn (Shipping Australia Ltd)
- Nick Easy (Port of Melbourne Corporation)
- Sharon Middleton (Whiteline Transport)
- Michael Sousa (Qube Bulk and Ports)
- Simon Royston (Strang International)
- Laurence Jones (TT Club)
- Maria Pedicini (LBW Environmental Projects)
- Neil Murphy (SA Freight Council Inc)
- David Ironside (Department of Agriculture)
- Phil Baker, Gala Dinner Speaker (Director, Flinders Port Holdings)

DAY 2

- Minister Stephen Mullighan MP (SA Minister for Transport and Infrastructure)
- Stephen Dietz (Department of Foreign Affairs)
- Stewart Lammin (Flinders Ports)
- John Warda (Emerald Grain)
- Terry O'Connor (Darwin Port Corporation)
- Lissa Van Camp (Golder Associates)
- Ben Heard (ThinkClimate)
- Lisa Akeroyd (Transport Training Solutions)
- Steve Green (JBS&G)
- Joe James for Grant Gilfillan (Port Authority of New South Wales)
- Gary Campbell (North Queensland Bulk Ports)
- Adem Long (NSW Ports)
- Rob Fitzpatrick (NICTA)
- Peter van Duyn (Victoria University)
- Mark Cant (Sea Transport)

ICHCA Holds 72nd Technical Panel Meeting



ICHCA International held the 72nd meeting of its International Safety Panel (ISP) Technical Panel at the Port of Liverpool earlier this month. Hosted by Peel Ports at Liverpool's Maritime Centre, the meeting brought together experts and key players from across the cargo handling industry. ISP addressed technical and safety developments affecting ports and terminal operators.

Presentations were given throughout the two-day event by speakers from DP World Southampton, ETS Consulting, Conductix-Wampfler, Noatum Ports, Exis Technologies, Japan's Ministry of Land, Infrastructure, Transport and Tourism (MILT) and ICHCA.

Peter Terry, Safety and Security Manager of DP World Southampton, updated members on the use of a stability alarm monitoring system using data from the straddle carrier's PLC. By alerting drivers to stability issues, this has led to a reduction in straddles toppling over and resulted in significant safety improvements.

Jorge Martín Díaz de Espada, Health, Safety, Security and Procurement Manager at Noatum Ports and Maritime spoke about the European SEA TERMINALS initiative. "SEA" in this case is an acronym for Smart, Energy Efficient and Adaptive Port Terminals. Following on from the EU GREENCRANES project, the initiative, which brings together manufacturers and port operators, was established to research and promote the adoption of low carbon, energy efficient container port equipment, including LNG-powered and all-electric equipment, plus low energy lighting. Mr de Espada said the project would cover a number of pilot trials for new equipment, coupled with a smart energy management system for ports.

Bill Brassington, Principal at ETS Consulting, also discussed risks posed by the eccentric loading of cargo units and how these are accentuated by the reported rise in average container gross mass. Mr Brassington highlighted research by ETS Consulting to back up his concerns and confirmed its commitment to highlighting this issue to the industry along with new legislation on container weight verification and the CTU Packing Code.

On a related topic, Beat Zwygart, Manager of LASSTEC Container Weighing Systems at Conductix-Wampfler, discussed container weighing technology in terminals based on his recent travels to port facilities around the world.

ISP's Chair, Jan Boermans of DP World, Deputy Chair, Bill Brassington and ICHCA's Technical Director, Captain Richard Brough O.B.E. led breakout work groups and roundtables sessions on critical safety issues in ports including container weight verification, fatigue in dock work and incidents with straddle carriers.

ICHCA will be co-ordinating a series of educational activities as part of its Pack It In! campaign to raise awareness of IMO's new CTU Code and address issues around container weight verification. On 10 December ICHCA will be hosting a Container Lashing and Securing' Seminar in Rotterdam. The practical event will address the dangers posed by the inadequate lashing and securing of cargo, the onset of ever larger container vessels and the resulting increase in container movements.

Export Awards Celebrate Excellence

Trade and Investment Minister, Andrew Robb, has praised the achievements of Australian exporters at an awards ceremony. The 12 winners of the 52nd Australian Export Awards were selected from 74 finalists, who together generated \$3.1 billion in export earnings and employed 41,000 people.

Mr Robb said the awards highlighted international business excellence at a time when opportunities offshore have never been greater. “The businesses recognised by these awards make a huge contribution to our economy and I congratulate the winners – indeed all the finalists – for their commitment, creativity and drive.”

“Exporter of the year, GP Graders – from my home-state of Victoria – should be especially proud of the innovation and imagination they’ve demonstrated, in order to capture international attention for their machinery products.”

Mr Robb said other award winning companies like Bega Cheese, the Australian Agricultural Company and The Creature Technology Company, have long-known the value of expanding business horizons through diversification and revolutionising their practices.

For information on the finalists and winners: www.exportawards.gov.au/Finalists/2014

Category Winner	Business Name	State
Agribusiness Award	Australian Agricultural Company	QLD
Business Services	Cardno	QLD
Creative Industries	The Creature Technology Company	VIC
Education and Training	Charles Darwin University	NT
Environmental Solutions	TTG Transportation Technology	NSW
Health and Biotechnology	SDI Limited	VIC
Information and Communication Technology Award	Opmantek	QLD
Manufacturing	GP Graders	VIC
Minerals and Energy	Blast Movement Technologies	QLD
Online Sales	Halfbrick	QLD
Regional Exporter	Bega Cheese	NSW
Small Business	Turbosmart	NSW

International Investigators Here for the H Factor

Transport safety investigators from the Asia Pacific region recently converged on Canberra to learn about how human factors influence accidents. The 32 participants from five nations attended lectures and participated in exercises conducted by the Australian Transport Safety Bureau and featuring leading experts in the science.

Course convenor, Dr Richard Batt, the ATSB’s Director International, said human factors were a predominant factor in accidents. “Research shows 80 to 90% of accidents have a human factor involved. This can range from things like operator fatigue, stress, workload or a lack of crew coordination. These are

things that affect performance. Human factors is the second part of the accident enquiry. The ‘what happened’ is the technical aspect, while we look at the ‘why factor’.”

Regarded as a science in its own right, human factors is used by all major transport nations in accident investigations.

As part of its regional engagement, the ATSB makes the course available to countries that are developing a capacity to investigate human factors or those that want to update their knowledge base.

The overseas nations represented include Taiwan, Cambodia, Malaysia and New Zealand. The course has also attracted accident investigation managers from several Australian airlines (Virgin, QANTAS, Tiger), the Royal Australian Navy, Royal Australian Air Force, Careflight, Melbourne Airport, Queensland Rail and the University of South Australia.

The ATSB, which investigates major aviation, marine and rail accidents, has three human factors investigators in its team and gives all of its investigators basic human factors awareness training.

From humble beginnings in 1983, the ATSB’s expertise in human factors is recognised around the world. So popular is the course that bookings are already being taken for 2016.



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Ravensthorpe Heavy Vehicle Bypass Contract Awarded

NRW Holdings have been awarded a \$10.1 million contract for roadworks on the Western Australia South Coast Highway in the Shire of Ravensthorpe. Regional Development Minister, Terry Redman, said, “These vital works will address community safety issues by providing a heavy vehicle route around Ravensthorpe, as well as eliminate the risk of trucks losing traction and stalling on the steep hill through the Ravensthorpe town site. About 31,000 large trucks move through Ravensthorpe each year, a number set to increase with agricultural and mining developments in the region.”

Transport Minister, Dean Nalder, said that in addition to constructing 3.5km of the new heavy haulage route, works would include the reconstruction of 1.5km of South Coast Highway, including intersection treatments, the realignment of 0.7km of the Hopetoun Road and improved drainage works and street lighting.

Lloyd's Register, Bromma and German Lashing Robert Böck Join Debate at ICHCA *Container Lashing and Securing Seminar*

Major classification society and equipment manufacturers have confirmed their participation at the first ICHCA seminar on container lashing and securing. David Tozer, Global Manager of Container Ships at Lloyd's Register; Lars Meurling, Vice President of Marketing and Product Business Development at Bromma Conquip; and Markus Theuerholz, Sales Manager at German Lashing Robert Böck will be providing separate addresses at ICHCA's Container Lashing and Securing Seminar, at ECT's Delta Terminal, Rotterdam on 10 December.

Mr Tozer's address will explore the increased importance of voyage and season-dependent container lashing and securing, as larger container vessels, such as Maersk's Triple-E Class, increase the forces exerted on cargo at sea. Mr Tozer will also discuss LR's 21st Century lashing force calculation method and the Boxmax (V, W) special notation. In addition, he will discuss the re-emergence of external as opposed to internal cross lashing. Touching on crew and stevedore safety, he will cover recent MSC Circulars and changes to the CSS Code championed by ICHCA International among other NGOs.

Discussing ways that automation in load and discharge operations can reduce the risks to operatives working on the ship and quayside, will be Lars Meurling, Vice President of Marketing and Product Business Development at Bromma Conquip, one of the world's largest manufacturers of crane spreaders. Mr Meurling will lend his perspective on the benefits of using technology to automate the coning and deconing of twistlocks. Mr Meurling said load and discharge operation still required manned operations, meaning that personnel will be present under the gantry crane near containers hanging under the spreader. His talk will address the potential for fully automated twistlock handling in manual operations as well as automated terminals.

In contrast, Markus Theuerholz, Sales Manager at German Lashing Robert Böck, will argue that lashing work with turnbuckles and lashing rods will remain manual work for further years. His talk will also address design issues in container lashing and securing, with particular focus on important safety measures introduced by the IMO's new Code of Safe Practice. "Lashing work will be more complicated," predicts Mr Theuerholz, "especially with the new limit on the use of extension rods and the number of different fittings needed to follow Annex 14."

The one-day seminar features presentations by other expert speakers from across the cargo chain, including: Larry Keiman, Managing Director of Matrans Holding; David Wilson, Head of Health and Safety at Hutchison Ports UK; Bill Brassington of ETS Consulting; and Jos Koning, Senior Project Manager, Trials and Monitoring, at MARIN. Attendees will have the opportunity to take part in a live study tour of ECT's Delta facility - the world's first automated container terminal. In addition, breakout work groups will provide a chance to discuss practical solutions to the damage, loss, injuries and death associated with poor lashing and securing.

For the full program and list of participating speakers, plus online booking, visit:
<http://www.etches.com/ichcacontainerlashingseminar>.

Port Privatisations Threat To Australian Stevedoring?



Increased competition is delivering improvements in Australian stevedoring, according to the 16th annual container stevedoring monitoring report issued by the Australian Competition and Consumer Commission. However, according to ACCC, there are two key risks to future performance in the industry. These risks are the potential impacts of labour outcomes and port privatisations where adequate regard is not given to promoting competition or the appropriate level of economic regulation.

“The ACCC’s concerns around port privatisations are shared by key port users Asciano and Qube, who have publicly raised concerns about the impact on port costs,” ACCC Chairman, Rod Sims, said. “Business will generally operate more efficiently in private hands. However, if a State Governments’ privatisation goal is to maximise the sale price, which would come at the expense of poor industry structures or inadequate regulation, this quickly becomes an effective ‘tax’ on future generations.

“The risk remains that labour outcomes or port privatisations could lead to greater costs for container stevedores, other port users, businesses, and ultimately for consumers”.

The ACCC has also identified three opportunities to improve productivity in landside connections to container ports in order to handle the expected growth in container volumes:

- reform of road provision and charging
- using pricing to allocate scarce capacity
- industry-led initiatives to improve container flows.

In 2013-14, capital and labour productivity at Australia’s container ports reached the highest levels the ACCC monitoring program has observed. The ACCC began monitoring stevedoring in 1998-99. Average stevedoring prices fell in 2013-14 and, in real terms, are now at one of the lowest levels recorded by the monitoring program.

Over the past two years the stevedores have also made significant investments in efficiencies and capacity, which has doubled the size of the industry's asset base.

"The introduction of a third stevedore into Brisbane and Sydney as well as a forthcoming new operator in Melbourne is changing the dynamics of the industry. From 2017, we can expect three container stevedores to be operating at each of Australia's three largest ports," Mr Sims said.

Growing Territory Trade with Asia

The NT Government is setting a new regulatory framework for the Territory's ports, positioning them to meet the demands of a growing Northern Australia. "Territory ports, particularly the Port of Darwin, are critical economic infrastructure, underpinning our reputation as the gateway between Asia and Australia," Chief Minister, Adam Giles, said.

"The Port of Darwin has been going from strength to strength in recent years with record numbers of live cattle leaving Darwin this year. We want the port to grow in size and capacity."

The Government announced in February that it had engaged independent advisors, Flagstaff Partners, to develop an over-arching strategy for attracting private investment in marine infrastructure.

"Flagstaff's report has found that the port has plenty of room for expansion and we have decided to go out and test the market, to gauge interest from the private sector in a possible long-term lease or other options that would provide significant investment into the port," Mr Giles said.

"No final decisions have been made on private investment but the Government is keen to explore the options. Proceeds from such a lease could also add to the pool of money available in our \$215 million Infrastructure Development Fund for re-investment in other long-term projects that are vital to the Territory's future.



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New CEO for National Rail Safety Regulator

Ms Susan McCarry is the new Chief Executive Officer of the Office of the National Rail Safety Regulator (ONRSR). She will oversee Australia's urban passenger rail networks and interstate freight operations and play a leading role in continuing the safety and productivity reforms achieved through cooperation between federal, state and territory governments.

Ms McCarrey currently serves as Deputy Director-General, Policy, Planning and Investment within the Department of Transport in Western Australia. Her experience in the rail industry, expertise in government policy and regulatory reform processes will benefit the ONRSR.

Her appointment follows a national and international search process and the unanimous endorsement of responsible ministers of the Transport and Infrastructure Council. She replaces the outgoing National Regulator and CEO, Rob Andrews.

Mr Andrews has headed up the ONRSR since it started operations in 2013 and made an outstanding contribution to the work of the regulator in its early years.

Currently New South Wales, Victoria, South Australia, Tasmania and the Northern Territory have passed National Rail Safety Law through state and territory legislation. Legislation is expected to pass the Western Australia and the Australian Capital Territory Parliaments in the near future. The National Rail Safety reforms will create a single safety regulator with one set of national regulations, making rail transport operate safer and more seamless by reducing unnecessary red tape and duplication.

Fremantle Port Capacity Increased

A \$65.6 million State/Federal investment in three new infrastructure projects to service Fremantle Ports' container trade has significantly increased its efficiency and capacity.

Two rail projects have been jointly funded by the State and Federal governments at a total cost of \$38.4 million. These are the extension of the North Quay Rail Terminal servicing Western Australia's container trade and the construction of a crossing loop at Spearwood that enables freight trains to pass on the rail line that connects the port with the Kewdale/Forrestfield area.

The third recently completed project is Fremantle Ports' \$27.2 million development of roads and services on land reclaimed at Rous Head as a result of the 2010 harbour deepening. Industrial leases on this new land are now being developed by the private sector.

Extension of the North Quay Rail Terminal from 400 to 690 metres reduces turnaround time for trains and achieves better interface with the container terminals.

In 2013-14, rail carried the equivalent of nearly 100,000 standard containers, which equated to a rail market share of 14% for Fremantle Port's container trade. This compares with about 2% in 2002.

LA-Long Beach Congestion Swells on Longer Container Dwell Times

Increasing container dwell times are taking a toll at the ports of Los Angeles and Long Beach, further exacerbating congestion at the busiest U.S. port complex. Truck turn times in October were the worst on record in Los Angeles-Long Beach, even though container volume growth was modest. Val Noronha, president of Digital Geographic Research, tracks turn times in the harbor using GPS technology and finds this development to be troubling.

If container volumes in October had been exceptionally strong, as they were in September, it could be assumed the ports had reached their saturation capacity. However, the ports reported combined growth of only 3% in October, leading Noronha to conclude that “something else was going very wrong.”

The culprit, it appears, is that containers are sitting on the docks longer, congesting the terminals and requiring double-handling. According to a study by INTTRA, a shipping industry portal that provides container visibility in the supply chain, dwell time in Los Angeles-Long Beach was up more than 40% in October compared to the same month last year.

Longer container dwell times set off a domino effect of reduced productivity throughout the supply chain, Noronha said. “As turn time worsens, containers don’t get picked up on time, they remain on the dock, increasing stack occupancy, which slows down time further,” he said.

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