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About ICHCA – International Cargo Handling Co-ordination Association

The International Cargo Handling Co-ordination 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 . The ICHCA international website is at www.ichca.com. To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at peter.van-duyn@ichca.com or telephone 0419 370 332.

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ICHCA SA to hold industry luncheon

The South Australian chapter of ICHCA will hold an industry luncheon in Adelaide on Thursday 18 May. Speakers will be Jonathan Cheong, Adelaide Airport head of aviation business development & commercial, who will be speaking about the status and forward plans for SA air freight; and Scott McKay, T-Ports CEO and Flywheel Advisory founder & principal who will be speaking about T-Ports as an alternative for exporting agricultural products.

The event will commence at 12:00 and will be held at Coopers Alehouse Gepps Cross, 560 Main N Road, Blair Athol, SA. For more details and bookings please visit ICHCA Australia events page: <https://www.ichca-australia.com/events.html>

The luncheon is sponsored by:



ICHCA Australia Annual General Meeting

The ICHCA Australia Ltd Annual General Meeting will be held on Thursday 18th of May 2023 at Flinders Ports Holdings, 296 St Vincent St, Port Adelaide SA 5015 and via video conference. The meeting will commence at 11.00 hrs Adelaide time. All financial members are invited to attend in person or by video conferencing. Please advise ICHCA Australia Company Secretary Peter van Duyn (peter.van-duyn@ichca.com) if you wish to attend.

Election campaign for a new head of the IMO has begun

The race for the top diplomatic job in shipping is about to kick off in earnest with seven candidates vying for the post of the International Maritime Organization (IMO) secretary-general. Securing the role of IMO secretary general to oversee the implementation of shipping's global decarbonisation strategy is seen as a political priority by several member states. While the SG position requires complete independence from the candidate's home state, the race will ultimately determine the leadership style and priorities being established within the IMO.

Although the IMO has suffered from being a relatively low-profile UN specialised agency, key issues around decarbonisation, securing supply chains and diplomatically sensitive battles over trade routes like the Arctic, are likely to see the IMO become increasingly politicised over the eight-year tenure of the next secretary-general. Governments are therefore keen to ensure that the right candidate lands the influential position, and the election campaign will now kick off in earnest. More significantly, the political horse trading in the search for votes will also now begin. Governments will be keen to see what trades are on offer before making a final decision on votes.

A series of votes will eliminate the weakest candidates throughout the campaign and the winner will need a 21-vote margin to secure the position. The election will take place at the IMO headquarters on Tuesday 18 July 2023. Following the election, the decision of the council will be submitted to the 33rd session of the assembly of the IMO in late 2023. The assembly will be invited to approve the appointment. The elected secretary-general will take office on 1 January 2024.

Queensland government awards maritime grants

More than 40 grants amounting to \$21 million have been awarded under the Backing Queensland Maritime Jobs program (BQMJ), which is administered by Maritime Safety Queensland (MSQ). A skills analysis conducted by MSQ found a shortage of specialised on-water jobs and a lack of qualified staff in certain marine operations. This was also endorsed by an independent Maritime Industry Consultation Group. The

BQMJ program is designed to create a larger and more resilient sector to reduce the reliance on foreign-flagged vessels and the risks to the state's supply lines.

The BQMJ initiative provides financial assistance through three grant programs targeted across maritime training, employment and coastal shipping. Applications for the employment and training grant programs have now been finalised. Eleven of the successful applications under the employment program will be on-water maritime jobs with qualification levels to work on international trade vessels. The program is also funding another 32 training courses to be provided by 10 registered organisations across the state. This will give current workers in the sector an opportunity to develop their skills and progress their maritime career.

Updated Port Marine Safety Management Guidelines released

Ports Australia recently released the updated Port Marine Safety Management Guidelines 2022, revised by the Port Operations and Innovation Working Group subcommittee. The aim of the Guidelines is to promote the implementation of good practice standards in the conduct of safe and efficient marine operations within commercial ports.

Port Operations and Innovation Working Group Chair Captain John Finch highlights the importance of the Guidelines in managing protection of life, human injury, adverse impacts to the port marine and terrestrial environment, and protection of property and infrastructure. "These Guidelines are there to guide ports on how their policies and procedures can support such safe operations", Mr Finch said.

The Guidelines have been updated to be more comprehensive and better address several aspects of maritime operations that were not covered as comprehensively in the earlier version.

The Guidelines aim to:

- encourage the development of a systemised approach to identify and manage marine operational risks and to implement adequate controls aligned with the operational risk profile
- encourage the use of a risk-based approach that employs 'due diligence' combined with As Low As Reasonably Practicable and So Far As Is Reasonably Practicable to treat identified risks
- provide a framework for the development of an appropriate Port Marine Safety Management System and ways to measure its effectiveness
- provide a template for the development of policies and procedures relating to port operations
- encourage implementation of adequate governance arrangements and clear accountabilities for various port operational functions.

The Guidelines can be downloaded from: <https://www.portsaustralia.com.au/blog/apmsmg-2022>

Ports are vulnerable to multiple hazards

Global port infrastructure is susceptible to multiple natural hazards. A report recently published in Nature magazine entitled *Multi-hazard risk to global port infrastructure and resulting trade and logistics losses*

gives an insight into the vulnerability of seaports. It looks at 50 ports and quantifies the risk of cyclone, fluvial, pluvial, coastal and earthquake hazards to physical assets and services (port-specific risk) and maritime trade flows (trade risk), finding that 86% of the ports considered are exposed to more than three natural hazards. The full report can be viewed online [here](#).

Inland rail cost blowout

Inadequate oversight from Australian Rail Track Corporation (ARTC) was key to a predicted doubling in costs and extensive time delays for the 1700 km Inland Rail, according to a review of the project. The Inland Rail review, undertaken by Kerry Schott, found the project would cost at least \$31 billion, a significant jump from the 2020 estimate of \$16.4 billion, with the potential for further blow-outs. Dr Schott was unable to provide final cost or timeframe predictions.

“There is insufficient certainty about the completion date and the final cost to have confidence in the current estimates,” Dr Schott said. She made 19 recommendations to the federal government, with Minister for Infrastructure Catherine King confirming that cabinet has “accepted every one of them in full or principle”. Dr Schott said the fundamental issues with the project were around governance and organisation of its delivery rather than the engineering challenges. “It’s not a bad project; it has just been managed really badly,” Dr Schott said. She said ARTC’s background was in maintaining freight rail lines and it did not have the capacity at a board level or across the organisation to manage a project the size of the Inland Rail.



Source: Google

Dr Schott also noted that the board did not have the skills required to oversee the project and ARTC has not had permanent CEO for the past 18 months. Ms King said the federal government supports Dr Schott’s recommendation to establish a subsidiary board of ARTC to oversee Inland Rail as a separate entity from the day-to-day work of ARTC. Dr Schott recommended the government direct its attention to finishing the Melbourne-to-Parkes sections before taking major steps on the northern New South Wales and Queensland alignments. Ms King said the government accepted this suggestion.

Dr Schott was surprised by the lack of existence of formal end points for the Inland Rail project. She said the Queensland termination point provided the most uncertainty for governments and industry. South-east Queensland is currently serviced by two terminals, Bromelton and Acacia Ridge, and neither can accommodate 1800-metre double-stacked trains that are expected to use the Inland Rail network. “I observe at this time that Ebenezer is the preferred location for the intermodal terminal from the number of

other sites that have been considered. Industry through the review broadly supported Ebenezer, highlighting concerns with congestion at Acacia Ridge and noting the favourable road connections at Ebenezer to support the distribution of freight across Brisbane and to the Port of Brisbane.”

Dr Schott noted that her recommendation will be subject to a business case being developed by the Queensland and federal governments into the most efficient intermodal terminal location, with other locations under consideration including Greenbank, Elimbah, Charlton and Wellcamp. Dr Schott backed the federal government’s current proposal to have two intermodal terminals as Melbourne-based “bookends” of the Inland Rail. She said the proposed Beveridge hub should be “available as soon as practical” and a route should be developed to the Western Interstate Freight Terminal planned for Truganina.



Take us with you...

ForkliftAction: news, trading, networking for anyone who works with materials handling

The advertisement shows three workers in safety gear (orange, blue, and red jackets) standing in front of a blue forklift. To their right is a tablet displaying the ForkliftAction website. The website interface includes a header with the logo, navigation tabs (NEWS, DIRECTORY, FORUMS, MACHINERY-Q&A), and a main content area with sections like 'YOUR FOCUS', 'INSIDE FORKLIFTACTION', 'GLOBAL NEWS', and 'IN THE DISCUSSION FORUMS'. A 'Keep Moving' graphic is also visible on the tablet screen.

New services added by NPDL

Neptune Pacific Direct Line (NPDL) has announced a comprehensive service upgrade to help restore supply chains and address congestion and operational challenges at New Zealand and Fiji ports. Launching in late April 2023, NPDL’s new Australia New Zealand Pacific (ANZPAC) service will provide fixed day fortnightly sailings with 3 x 1700 TEU vessels (The *Capitaine Tasman*, *Capitaine Dampier*, and *Capitaine Tupai*) operating directly from the east coast of Australia to New Zealand, Fiji, Samoa, and Tonga. The service will provide enhanced trade opportunities between Australia and New Zealand and serve as a platform for Pacific Island exports. The service has significant built-in buffer time, which is designed to improve supply chain reliability across the Pacific and between Australia and New Zealand.

Maersk launches methanol fuelled vessel

Maersk recently launched its first feeder vessel powered by methanol at the Hyundai Mipo Dockyard in South Korea leading to reduced carbon emissions in the future. The ship, which will join the fleet in the summer of this year, is the shipping company’s first carbon-neutral vessel. The ship was ordered in 2021 and has a capacity of about 2,000 TEU.

Although the ship will be able to run on regular very-low sulphur fuel oil (VLSFO), it will first be run on carbon-neutral e-methanol or sustainable bio-methanol. The vessel's main and auxiliary engines can both run on green methanol. This launch comes less than a month after Maersk signed a memorandum of understanding (MoU) with Shanghai International Port Group on strategic cooperation for Shanghai port's methanol marine fuel project. More recently, the Port of Melbourne, together with Maersk, ANL, Svitzer, Stolthaven Terminals, HAMR Energy and ABEL Energy, signed an MoU to explore the commercial feasibility of establishing a green methanol bunkering hub.

A video of the launching can be found here: https://www.youtube.com/watch?v=vb_MwdMQid4

World's first electric triple road train

Three Australian companies are partnering on an ambitious world's first trial to use battery electric trucks for heavy haulage across the long distances and harsh terrains of the Australian outback.



Janus Electric, Qube and OZ Minerals are working together towards a Vision Electric future by applying their shared ingenuity to tackle the challenge of emissions footprint reduction in the heavy transport and resources industries. The self-funded trial is expected to begin in May.

Vision Electric will see the world's largest electric truck put through its paces over a 12-month trial under some of the harshest conditions in the world.

Source: [Janus Electric](#)

As part of the trial, a battery recharging and replacement station has been set up at Port Augusta in South Australia, approximately 300 km from Adelaide. The station will be used as a battery changeover pit stop for the electric truck. It is expected that the battery changeover can be completed in the same time as traditional refuelling. The converted Volvo FH16 8x6 prime mover will be put to work carting the equivalent of three shipping containers of copper concentrate from the OZ Minerals Carrapateena mine to the Whyalla port, 165 km away. The truck, with a Volvo 12-speed gearbox, 720hp, 2500Nm of torque, and 620 kW hours of battery, will initially do two to three rotations on the day shift. It will tow a triple road train, grossing at about 160-tonnes, equivalent to the load carried by diesel vehicles.

Updates from the Department of Agriculture, Fisheries and Forestry

New campaign launch

The Department has launched a new campaign to keep Australia free of some of the world's most damaging pests and address the risk to sea containers, their cargoes and associated packaging. Australia is currently free of some of the world's most serious pests that threaten our industries, economy, environment and way of life, thanks to our strong biosecurity system.

The risk of hitchhiker pests entering Australia is increasing due to climate change, intensification of agriculture, increased movement of people and products, and supply chain complexities. Pests are spreading around the world and are being found in increasing numbers on or within sea containers and imported goods. An incursion of a hitchhiker pest in Australia could cost billions of dollars to eradicate or manage if established. More information about the campaign can be found here:

<https://www.agriculture.gov.au/campaigns/hitchhiker-pests>

BMSB season to end

BMSB seasonal measures apply to targeted goods manufactured in or shipped from target risk countries, that have been shipped between 1 September and 30 April (inclusive), and to vessels that berth, load, or tranship from target risk countries within the same period.

Note: The shipped on board date, as indicated on the ocean bill of lading, is the date used to determine when goods have been shipped. “Gate in” dates and times will not be accepted to determine when goods are shipped.

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