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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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Joint SAFC and ICHCA conference in Adelaide in October



The joint SAFC/ICHCA 2018 National Conference will cover many of the critical change issues confronting the transport and logistics industry at the national, state and local level, across all four modes and along the entire supply chain. The conference will cover four key themes under the overarching theme of “Future Freight”: embracing policy change; embracing new opportunities and new supply chains; embracing all modes and their changing functions and operations; and embracing new technologies.

The conference program will run over two days: Wednesday 31 October and Thursday 1 November 2018. Sessions will commence at 10:00am to allow delegates to travel to the conference from their workplaces and there will be a 3:00pm finish on Day 2 to allow interstate delegates to catch late afternoon flights home.

The social program includes a cocktail and networking event to be held at the conclusion of proceedings on Wednesday 31st October.

For further information about sponsorship and speaking opportunities, exhibiting at the conference or attendance as a delegate, please contact:

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New harbour master for Newcastle

The Port Authority of New South Wales has appointed Jeanine Drummond to be the new harbour master for Newcastle and Yamba. Ms Drummond is currently the deputy harbour master for Sydney and general manager operations, a post she has held since 2016.

Prior to her current role at the Port Authority, she has had a wide career in the maritime industry with Caltex and Hirc Australia and holding seafaring roles ranging from deck officer cadet to master with ASP, BP, Teekay, Woodside and Svitser.

Another record year for Pilbara Ports



Ports in the Pilbara have seen another record year of throughput for FY 2017/18. Port Hedland and the Port of Dampier handled significantly more cargo than the previous year, according to the Pilbara Ports Authority (PPA).

Total annual throughput at PPA's ports was reported to be 699.3 million tonnes (mainly iron ore) for this past financial year, representing an increase of 30.7 million tonnes (5%), on the previous year's annual throughput.

Source: Google

The lion's share of the Pilbara's throughput went through Port Hedland (the biggest bulk export port in the world), with a record total of 519.4 million tonnes moving through the port over the past financial year, up 4% on the same period last year.

Review of oversize over-mass vehicle movements

The federal government has announced an independent review into why some heavy vehicle operators have experienced delays in being granted permits for oversize, over-mass (OSOM) vehicle movements.

Deputy Prime Minister and Minister for Infrastructure and Transport, Michael McCormack, said the review followed concerns raised by industry about operators of some restricted-access heavy vehicles waiting up to several months for permits. "To protect infrastructure and ensure the safety of other road users, oversized trucks and machinery that are outside the standard weight and/or dimension limits often require special authority to travel on certain roads," Mr McCormack said. "In some cases, however, the time it is taking for this authority to be granted is much longer than anticipated, leaving trucking businesses unable to deliver the required goods when they are needed."

Mr McCormack said the OSOM review would consider what changes to the regulatory framework and processes are required to ensure OSOM vehicle permits could be issued within a reasonable timeframe without compromising safety. "We need to sort through the barriers to the efficient transport of large but essential materials and machinery and come up with both immediate and long-term responses to the issues," he said.

Coastal shipping reform

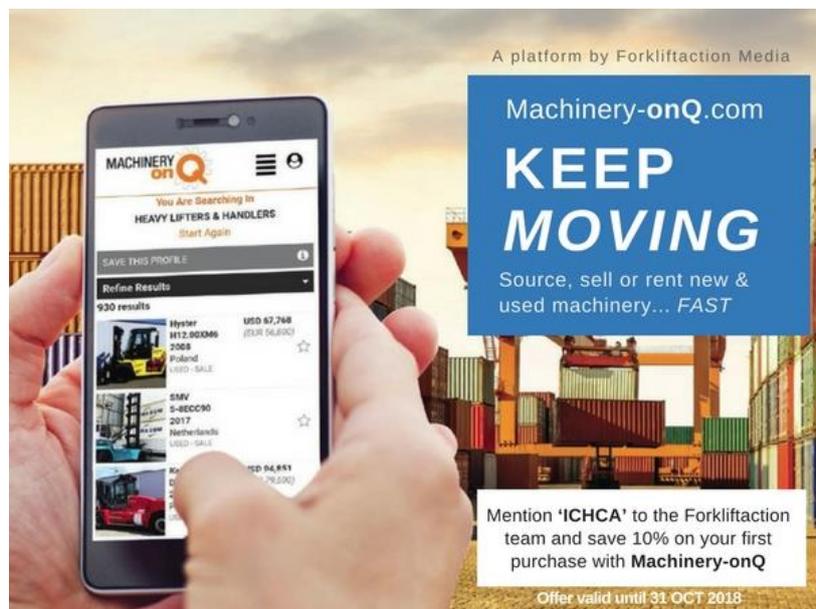
The federal government recently released a response to a report on the *Coastal Trading (Revitalising Australian Shipping) Amendment Bill 2017*. The Bill is currently before Parliament. The government's

response to the report from the Rural and Regional Affairs and Transport Legislation Committee (published in December) was positive; the government supports the committee’s recommendation that the Bill be passed.

Proposed by the then Infrastructure and Transport Minister Darren Chester, the amendments aim to cut so-called red tape that is said to hinder the carriage of domestic cargo on ships. Among the proposals are: removal of the five-voyage minimum requirement to apply for a temporary licence; streamline the process for making changes to temporary licences; and amend voyage notification requirements.

While the Opposition’s response to the Committee’s report claims the reforms in the Bill would only accelerate decline of Australian shipping, the government said the Bill would not substantially change the existing cabotage regime.

Ports Australia Chief Executive Michael Gallacher welcomed the government’s decision to support the recommendation of the Committee to pass the Bill. “This decision by the government is a clear indication that the issue of coastal shipping is one with momentum and a reform that the country needs,” he said. “Coastal Shipping will benefit Australians both regionally and, in the city, the reform has the support of both business and now also government.”



Mooring line fatalities in the USA

Two people were killed when a vessel’s mooring line snapped at the Port of Longview in south-western Washington State. The accident occurred as the Panama-flagged bulk carrier *M/V Ansac Splendor* was mooring at the port early on June 28. “As a vessel attempted to move along the dock from one loading hatch to another, one of the vessel lines snapped in half and recoiled toward both the dock and the vessel,” the Port of Longview said in a statement.

The Port of Longview identified one of the victims as Byron Jacobs, 34, a longshoreman with ILWU Local 21, who was pronounced dead at the scene. A second victim, Pingshan Li, who was Chief Mate aboard the vessel, was also struck and taken to Southwest Washington Medical Center where he later died from his injuries. The accident is being investigated U.S. Coast Guard and Washington State Labour and Industries department.

Vincent Tremaine addressing the audience

ICHCA SA luncheon



Former Flinders Ports CEO and Business SA Chairman Vincent Tremaine spoke passionately on the changes required to improve conditions for business in South Australia at the recent ICHCA SA luncheon. Outlining Business SA's most recent charter document, Mr Tremaine spoke about the need for improvements across multiple areas, including taxation, parliamentary reform, the new Infrastructure SA body, critical infrastructure upgrades and regulatory reform.

Payroll tax was a key feature, with Mr. Tremaine noting that it works against the businesses that employ the most workers, and hence against government goals of reducing unemployment.

Vincent Tremaine addressing the audience

While lauding incremental changes made by the newly elected SA government, he also provided other potential avenues for removing the tax entirely, including increasing the GST to 12.5% and a reduction in the high level of public sector employment in SA back to the national average.

South Australia's new infrastructure agency, Infrastructure SA, is strongly supported by Business SA, and Mr Tremaine noted that the Bill to create the organisation was currently before parliament. The North South Corridor and Port Adelaide Channel Widening projects were highlighted as critical for the state's future development. He also noted that Business SA was in favour of reducing state MP numbers, with current MPs representing far fewer constituents than is common across other jurisdictions (37% less than the national average).

Mr. Tremaine supported the need to reform shop trading hours in SA, some of the most restrictive in the nation, and the high potential benefits of altering (but not removing) the Adelaide Airport curfew. Attendees warmly thanked Vincent Tremaine for his insights in his last official speech as chairman of Business SA.

The luncheon was sponsored by TRG Transport Solutions.

Biosecurity breach on ABC Four Corners program

Readers may have seen the recent Four Corners program exposing a number of claimed breaches of Australia's biosecurity. The Department of Agriculture and Water Resources (DAWR) has provided a response to some of the claims made in that program. A media release with their response is available on their website. <http://www.agriculture.gov.au/about/media-centre/media-releases/response-4corners>.

ICHCA Australia Limited (IAL) is a member of DAWR's Cargo Consultative Committee (DCCC) and appreciates the efforts of the Department, in conjunction with the Australian Border Force, to protect Australian businesses from threats to their viability by endeavouring to keep out pests while not impinging on legitimate international trade. DAWR acknowledges the need to work with industry and focus on improvements and solutions.

IAL representatives attend quarterly meetings of the DCCC as well as extraordinary meetings about particular subjects. In June, IAL representatives attended a meeting (by phone) in Canberra regarding the biosecurity levy introduction. In July, an IAL representative attended a meeting in Melbourne about the upcoming Brown Marmorated Stink Bug (BMSB) season. Here is the link to details of the information sessions: <http://www.agriculture.gov.au/import/before/pests/brown-marmorated-stink-bugs>

Note, the BMSB season dates are 1 September 2018 to 30 April 2019. The expanded target risk list of countries now includes USA, Italy, Germany, France, Russia, Greece, Hungary, Romania, Georgia and Japan (heightened vessel surveillance only for Japan).

New Tech New World Week in Vancouver



As part of the 'New Tech, New World Week' in Vancouver in September, ICHCA International will hold a seminar on [Smart Ports & Cargo Chains: Data, Digitalisation & Disruption](#). The week, which is kindly hosted by the British Columbia Maritime Employers Association and is run in partnership with the US National Maritime Safety Association (NMSA), will include a tour of the Waterfront Training Centre, a unique joint meeting with Members of the NMSA, and the 80th ICHCA Technical Panel Meeting. We hope to see you all there.

We are also pleased to announce that the next ICHCA International conference will be held in Malta in November 2019. Dates and venue are to be confirmed.

New president for the IHMA

Captain Allan Gray, harbour master and general manager port operations at Fremantle, has been elected president of the International Harbour Masters' Association (IHMA), an international professional body which aims to unite those responsible for marine operations in ports. It promotes safety, fosters collaboration and professional standing, and supplies information to its membership. Before joining Fremantle Ports Captain Gray had a 20-year career at sea in container and tanker shipping.

Kongsberg to acquire Rolls Royce marine business

Norwegian technology group Kongsberg has entered into an agreement to acquire Rolls-Royce's struggling commercial marine business in a GBP 500 million deal. The acquisition includes the marine products, systems and aftermarket services businesses of subsidiaries of Rolls-Royce Plc.

"The sale includes propulsion, deck machinery, automation and control, a service network spanning more than 30 countries and ship design capability, which to date has seen around 1,000 ships of Rolls-Royce design delivered to offshore, cargo, passenger and fishing vessel customers worldwide," Rolls-Royce Plc said in a statement. Rolls-Royce's Ship Intelligence activities are also included in the deal.

"The acquisition strengthens our global presence and will give increased sales and service volumes. Kongsberg is a world leader within automation, navigation and control systems, whilst Rolls-Royce Commercial Marine is complementary with its deliveries of propellers, propulsion systems, handling systems and ship design. Both companies hold leading positions within digitalization, ship intelligence and concepts for autonomy. By bringing together this we are positioning us as a significant strategic supplier of complete solutions for the future maritime industry", says Geir Håøy, CEO and President of Kongsberg.

Both Kongsberg and Rolls-Royce have been on the front lines in the advancement of technology within the maritime industry, especially in the area of ship intelligence and autonomous shipping technology. The acquisition is still subject to regulatory clearance in “several jurisdictions”.

PPA and OMC win awards at Harbour Masters Conference

Pilbara Ports Authority (PPA) and OMC International received top honours at the recent International Harbour Masters Association (IHMA) awards in London. PPA, in cooperation with OMC International, received the award for ‘Safe, Efficient and Secure Port’ for Under-Keel Clearance Management at Port Hedland. The award was for a contribution to port efficiency taking into account safety and security.

According to IHMA, the “scope and relevance of the port or project, its sustainability, applicability, innovation and measurable impact on day to day operations were considered by the judges”. “The maintenance of a safe under-keel clearance (UKC) is a prime concern of harbour masters and this port’s close cooperation with an industry partner has provided a consistent and scientific approach to under-keel clearance dynamically and in real-time,” the judges wrote.

Los Angeles and Long Beach to clear the air

From 1 October 2018, any trucks not already registered with the ports of Long Beach and Los Angeles must have 2014 or newer engines to access its terminals. The harbour commissioners for the ports of Long Beach and Los Angeles have approved measures to ensure new trucks entering drayage service meet “the cleanest engine standards” under their joint Clean Air Action Plan (CAAP).

Trucks already registered in the Ports Drayage Truck Registry (PDTR), and subject to earlier requirements on engine years, can continue to access the terminals, but all trucks registering to the PDTR from 1 October 2018 must have a 2014 or newer engine.

Further measures are planned: “The tariff change is the first in a series of near-term and long-term steps the ports are taking to advance clean truck progress under the 2017 CAAP Update, approved last November. New strategies seek to phase out older trucks, with a goal of transitioning to zero-emissions trucks by 2035”.

To encourage trucking companies to upgrade their fleets the ports are planning to waive the annual PDTR registration fee for near-zero and zero emissions trucks and charge a separate rate for cargo moves using these vehicles. “The latter is envisioned to begin in mid-2020. The ports will conduct a truck rate study and feasibility assessments prior to proposing rate changes. About 17,000 trucks are registered to work in the San Pedro Bay port complex,” the ports noted.

Moves to reduce pollution from road trucks have been a very successful part of the ports’ strategy to reduce pollutants in neighbourhoods around marine terminals. “Since 2005, the ports have reduced overall emissions of diesel particulate matter 87%, sulphur dioxide 97% and nitrogen oxides 56%, according to the most recent air emissions inventories,” they concluded.

Freight Victoria established

The Victorian Government has recently established Freight Victoria as a co-ordination agency for delivering the [Victorian Freight Plan](#), which will help to deliver long-term economic prosperity for the state. The Plan, released by Roads and Ports Minister Luke Donnellan and Public Transport Minister Jacinta Allan, has been many months in the making and was prepared in close consultation with stakeholders from the transport industry.

Called “Delivering the Goods”, the *Victorian Freight Plan* aims to increase Victoria's gross product by \$40 billion by 2040 and shift more freight onto rail through the creation of new inland freight terminals and a freight precinct adjacent to the Port of Melbourne. Other aspects of the *Victorian Freight Plan* include the business case for Western Interstate Freight Terminal, extension of the Mode Shift Incentive Scheme, investigations into an integrated logistics hub at the Melbourne Markets and Dynon Road, and a review into heavy vehicle driver training and licensing.

ACCC takes action against Pacific National and Aurizon

The ACCC has instituted proceedings in the Federal Court against Pacific National and Aurizon, and their related entities, for allegedly reaching an understanding in relation to Aurizon’s intermodal business that had the purpose and/or would be likely to have the effect of substantially lessening competition in the supply of intermodal and steel rail linehaul services.

“The ACCC alleges that in July 2017 Pacific National and Aurizon reached an understanding that would lead to Aurizon exiting its intermodal business through a combination of closure and transactions with Pacific National. The effect of the understanding was that Aurizon would stop competing with Pacific National to supply intermodal and steel rail linehaul services throughout Australia,” ACCC Chairman Rod Sims said.

The ACCC also alleges that Pacific National’s proposed acquisition of Aurizon’s Queensland intermodal business and the Acacia Ridge Terminal, as well as an agreement for Pacific National to operate the interstate side of the Acacia Ridge Terminal, would separately each have the likely effect of substantially lessening competition.

The ACCC is seeking declarations, pecuniary penalties, orders restraining Pacific National from acquiring the Acacia Ridge Terminal and Aurizon’s Queensland intermodal business, and costs. The ACCC has also applied for an injunction to prevent Aurizon from closing its Queensland intermodal business while the case is being determined.

For further details go to the [ACCC website](#).

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