



April 2019

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.

Inside this issue

| | |
|---|---|
| About ICHCA – International Cargo Handling Co-ordination Association..... | 1 |
| Inside this issue | 1 |
| ICHCA International conference in Malta in November | 2 |
| ICHCA Australia AGM and ICHCA NSW luncheon | 2 |
| NTC appoints a new Chief Executive Officer | 2 |
| IMG and Qube join forces in WA..... | 2 |
| New Principal for AMC..... | 3 |
| Empty container repositioning is costing US\$20 billion..... | 3 |
| Contributions from an ex-ICHCA Australia president | 4 |
| Is Australia ready for nuclear power? | 4 |
| Australian Women’s Leadership Symposiums | 6 |
| American Bureau of Shipping teams up with industry to mitigate risk..... | 6 |
| Ministerial reshuffle in NSW | 7 |
| Updates from the DAWR..... | 7 |
| ICHCA Contacts..... | 9 |

ICHCA International conference in Malta in November



ICHCA International has announced it will hold a conference and exhibition in Malta from 11-14 November 2019, hosted by Malta Freeport.

The conference will bring together stakeholders to explore ways to create safer, more sustainable and secure maritime cargo operations across land and sea.

For more details go to: <https://www.eiseverywhere.com/website/1037/home>

ICHCA Australia AGM and ICHCA NSW luncheon

ICHCA Australia will hold its Annual General Meeting (AGM) in Sydney on the 17th May 2019 commencing at 11.15 hrs at the **Thomas Miller Boardroom, Level 10, 117 York Street, Sydney**. All financial members are welcome to attend.

The AGM will be followed by a luncheon at **Marsh Office, One International Towers, Level 19, Bangaroo Avenue, Sydney**. Anthony Jones, CEO of LINX Cargo Care Group, will be the speaker. Anthony's presentation is titled: *Delivering a connected supply chain, one move at a time*.

The luncheon is proudly sponsored by:



More information and a booking form are <https://www.ichca-australia.com/events.html>

NTC appoints a new Chief Executive Officer

The National Transport Commission (NTC) recently announced the appointment of Dr Gillian Miles as its new CEO and Commissioner. Dr Miles, a former Victorian government senior executive, was appointed following an extensive recruitment process.

NTC Chair Ms Carolyn Walsh said the appointment of Dr Miles has come at an important time with the NTC undertaking a number of significant reforms in land transport. "Innovation, change management and a strategic mindset were front of mind for this appointment, particularly as the NTC continues to make major progress on several landmark transport reforms, including the regulation of automated vehicles and a review of the heavy vehicle national law. I'm confident that Gillian's wealth of knowledge and experience is well suited to leading the NTC through a period of significant change across the land transport sector", said Ms Walsh.

Ms Walsh also acknowledged the contribution of Acting CEO Dr Geoff Allan following the departure of former CEO and Commissioner Mr Paul Retter AM in late 2018.

IMG and Qube join forces in WA

Intermodal Group (IMG) and Qube Logistics (Qube) have agreed to join forces in Western Australia and leverage both organisations' capabilities in the container freight handling market. IMG is currently the operator of North Quay Rail Terminal (NQRT) and manages the inland Forrestfield Intermodal Terminal, where significant volumes of containers are transported on rail to and from Fremantle Port.

Grant Thompson, IMG chair said: “This strategic partnership with Qube is all about bringing onboard an astute investor with strong industry expertise that will bring considerable container volumes onto rail and assist with IMG’s plans to expand services and terminals to meet growing demand in WA. We have worked closely with our customers and key stakeholders to achieve record growth in container numbers through the NQRT over the past 12 months and having Qube on board only strengthens IMG’s capability.”

Qube Director Logistics John Digney explains: “Partnering with IMG was the obvious choice for us in WA. IMG have a well-established and successful business model and with Qube’s market share of container volumes and supply chain expertise, IMG will grow rapidly and importantly, enable the state government to better manage container freight in and out of Fremantle Port by moving more containers on rail. We are looking forward to being part of IMG and, as with elsewhere in Australia, rail being a core part of our business model for many years to come.”

New Principal for AMC

Retired Australian Rear Admiral and former Deputy Chief of Navy, Michael van Balen, is the new principal of the Australian Maritime College (AMC). Mr van Balen brings to the role a wealth of experience from an outstanding career spanning more than 38 years in the Royal Australian Navy.

After joining the Navy as a cadet in the late 1970s, Mr Van Balen has held several key positions including Principal Warfare Officer, Commanding Officer of HMAS Sydney, Chief of Defence Force Liaison Officer to United States Central Command, Deputy Chief of Navy and Head Navy Personnel. AMC has been without a principal for 18 months since Neil Bose left in late 2017. Mr Van Balen will commence as principal of AMC on Monday, 13th May.

Empty container repositioning is costing US\$20 billion



Source: Google

Costly empty container repositioning has been exacerbated by the US-China trade war, as more empty boxes than ever before head back to Asia. However, artificial intelligence (AI) and the digitisation of one-way container leasing could help alleviate the shipping industry’s US\$20 billion empty box problem.

According to Jeremy Nixon, chief executive of Ocean Network Express (ONE), the major impact from the trade spat so far has been to increase the existing trade imbalance between the US and China, rather than reverse it.

“The slowdown in US exports to China is one of those unintended consequences of politicians sometimes meddling with economics.” he said at the recent TOC Asia Container Supply Chain conference in Singapore. A resolution to the trade tension would be “encouraging and helpful”, said Mr Nixon, considering the equipment imbalance on the transpacific trade is “really quite significant”.

Mr Nixon said: “Half the boxes leaving the US for Asia are actually empty; the situation is pretty serious in terms of how much equipment we have to get back and the round-trip economics of that. Indeed, ONE spends roughly US\$1 billion every year moving empty equipment to align demand with supply, but the carrier is developing AI and machine learning solutions to better forecast where demand will be, and when. A key goal is to better forecast patterns and changes so we can be more responsive and put equipment in

the right locations, and not always have to rely on individual customer forecasts, which sometimes are not that accurate.”

Contributions from an ex-ICHCA Australia president

Captain Harry Mansson has been involved with ICHCA Australia for several decades and will be contributing a number of articles to this newsletter, some of which have previously been published in the *Daily Commercial News*. His first article, included below, is about the potential use of nuclear power in Australia. Here, Captain Mansson recounts his involvement with ICHCA Australia.

My first contact with Australia was before I assumed the role of a young master of an ocean-going cargo/passenger ship in the mid-1970s. The Australian waterfront conditions were deplorable in terms of productivity and costs due to malpractices, and ships’ turnaround times would easily double or treble from their schedules due to strikes. When I transferred ashore to eventually set up my own company, Orient Shipping Services Pty Ltd, as managing general agents for the new start-up Orient Overseas Line (now OOCL), it didn’t take long to realise that joint action was needed on the waterfront, and that the federal government had to be involved.

At that time ICHCA Australia was presided over by Donald Strang, managing director of F.G Strang Pty Ltd Stevedoring in Victoria. After a few meetings, it was agreed that I could open a NSW branch. In that process we expanded the national membership considerably with a, relatively speaking, huge influx of members from NSW.

When the ICHCA International Conference in Florence, Italy was to be held in the early 1970s, I arranged for a small delegation of ICHCA Australia members to accompany me to London to meet with ICHCA International’s head office personnel. This was positive and resulted in me being appointed as co-chairman for the 400-500-delegate conference, which ran over a couple of days. It helped placing ICHCA Australia on the global map. A few years later we organised another international conference, this time held at the Sydney Opera House. From that point my commercial responsibilities had increased considerably with the additions of the New Zealand Line, Malaysian Shipping Corporation and Djakarta Lloyd. Consequently, I had to hand over the ICHCA Australia presidency to the next generation. I was also heavily involved supporting the Australian Shippers’ Council with the Prices Justification Tribunal in court as well as an increase in my international roles.

With this background it is wonderful to fast forward and note the continued vigour and spread of ICHCA Australia under the leadership of Chairman John Warda and the board of directors. I close this first contribution with best wishes for the future of ICHCA Australia.

Is Australia ready for nuclear power?

Nuclear power use has been discussed in Australia since the 1950s with policy proposals made and rejected like a slow revolving door. After initial opposition to exploring nuclear power, Prime Minister John Howard re-opened the matter for discussion in 2007. But nothing came out of it.

I myself have made countless representations to the federal government over the years, but I would be lucky to even get an acknowledgement. In one case the Prime Minister’s office told me that they would decide in due course if the proposal was to be brought to his eyes. They couldn’t say when, nor even when they would decide on a date to even consider what to do. I have never heard back on any of these representations. A senior industry expert colleague of mine had, over a period of 25 years, almost 30 meetings with the top federal levels of Deputy PM, transport ministers, industry, navy, defence etc., the outcome always being “Don’t call us, we’ll call you!”, never to be heard from again.

It is therefore refreshing to see some stirring, most recently by the former head of Nuclear Science and Technology Organisation and current chair of NBN, Mr Ziggy Switkowski (as quoted in *The Australian*). He stated that “it was sensible to clear the regulatory pathway for the next generation of small nuclear reactors”. Labor’s energy spokesman Mark Butler has held out the prospect of Labor removing the obstacle if/when in power.

The advantages would be enormous. Australia is the world’s third largest supplier of uranium and thorium, it provides for safe dumping of nuclear waste, the fuel costs compared with coal powered plants would be up to an 80% reduction, and there would be no emissions. Australia already has a small nuclear facility at Lucas Heights, NSW for medical purposes. A substantial reduction in coal emissions would have obvious benefits for public health as well as for the environment, if there was the government’s will and strength to back it up. Our country is about the only developed nation not using nuclear power. When I left my native Sweden in the 1960s for good, to become a proud and loving Aussie, that country had six reactors working for it and that has been increased to seven at times. Never any problems and no emissions!

In Australia’s case the locations for the need of such power fluctuates with changes in weather, floods and fires. Ideally the reactors should be movable. Which all brings me, accepting Switkowski’s views, to the concept of building new reactors of about 100 MW capacity, which are each able to supply energy for up to 100,000 people. And to install them inside second-hand converted cargo ships to be towed to wherever needed, to be tied up near the existing power feed. There are also options for the ship reactors to be used as desalination plants with a capacity of 250,000 tonnes daily.

A selection of 15 present and intended users are a mixed bag and include China, Indonesia, Malaysia, Algeria, Namibia, Cape Verde and Argentina. The general use of nuclear propelled vessels, which can circumnavigate the globe 100 times using only 22 kg of uranium fuel, also include the US, who in 1967 built the first cargo ship “Savannah” (President Eisenhower’s pet project which could circle the globe 14 times at 20 knots without refueling its 20 kg of uranium). In context, a similar 14,000 kW of installed power would cost up to A\$50 million for bunker fuel alone. Other advanced countries include Britain, Norway and China (under construction). Turkey, Hawaii and Lebanon are among the users. The seaborne nuclear supply concept is not new, since the Russians have several non-self-propelled ships operating already and more on mass production order. The supplier is the Baltic Shipyard in St Petersburg. Each vessel can produce up to 70 MW of electricity (300 MW of heat), enough for a city of 200,000. It can be towed almost anywhere around Russia including Siberia.

Re-fueling of the 20 kg uranium is only required on a three-yearly basis, and each ship replaces up to 200,000 tonnes of coal and 100,000 tonnes of fuel annually. The reactors have a life span of about 40 years, and service is only required every 12 years. Nuclear propulsion is also nothing new to Russia, where nuclear icebreakers have been operated for 50 years, as well as many navy and tourist ships.

What next? Nothing will happen without a federal government initiative. So it should set up a qualified working group consisting of industry leaders, including health and environment, and a minimum number of politicians, coming up with the results of a study showing the proposed geographical target areas, required capacity of a typical nuclear energy supply ship, cost/benefits, inclusion of desalination needs, etc. Then come up with design ideas to suit a particular type of ship.

The target deadline for the completion of this work should be a maximum of six months. Through the head offices of the main political parties I will consider seeking to get a small questionnaire out personally addressed to each member of parliament asking for their position after the offered two weeks of navel-gazing. The results will be published, including the absentees, as evidently not interested. The issue is far too important for Australia to leave it on the backburner! We are not on any list of participants in any form of this technology. And my beloved Australia is calling itself *The Clever Country!*

Written by Captain Harry Mansson

Australian Women's Leadership Symposiums

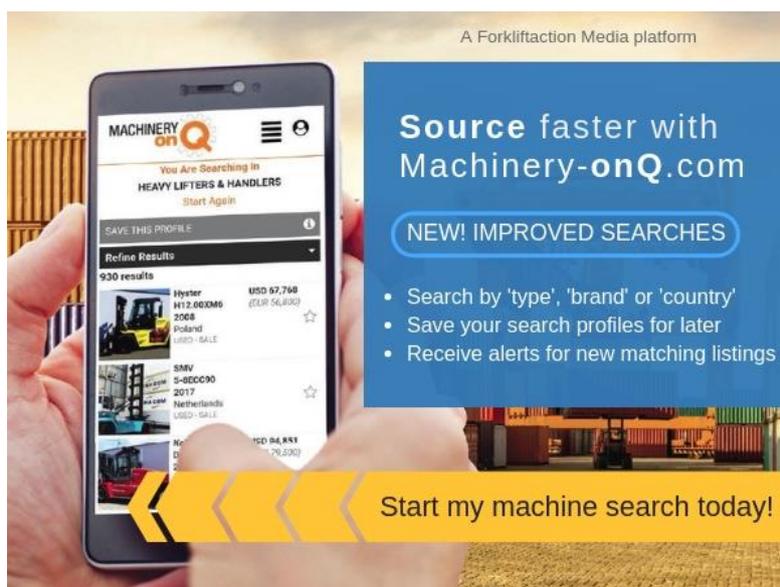
The Australian Women's Leadership Symposiums are a national series of events focused on the experiences of women leaders in the contemporary workforce. Taking place in every state and territory capital between May and August, the Symposiums are an unparalleled gathering of the best and brightest female talent. Keynote speakers include Tina Arena AM, Ita Buttrose AO OBE, Clare Bowditch, Michelle Cowan, The Right Hon Dame Jenny Shipley, Jacqui Lambie, Jessica Rowe and many, many more.

The symposiums will feature a range of presentations, panel discussions and interactive sessions covering a range of topics, including:

- To change or to disappear: 3 strategies as a leader to survive in an ever-changing business environment
- Breaking the competency trap and developing adaptive leadership
- Womenkind: unlocking the power of women supporting women
- Let's talk about non-traditional roles
- Lessons learnt in the world of politics
- Be heard and remembered: how to use your stories to influence effective change in the workplace.

A discount of 25% is currently available to ICHCA members who wish to attend a symposium, by entering the code: ANSY19 at the time of booking (available until each symposium sells out).

For more information and to book, go to: www.wla.edu.au/symposium



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The image shows a hand holding a smartphone displaying the Machinery-onQ.com website. The screen shows search results for 'HEAVY LIFTERS & HANDLERS' with 930 results. Two listings are visible: a Hyster H12.00XMO (2008) for USD 57,768 and a SMY S-80000 (2017) for USD 84,855. A blue overlay on the right contains the text 'Source faster with Machinery-onQ.com' and 'NEW! IMPROVED SEARCHES' with a list of features. A yellow arrow points to a button that says 'Start my machine search today!'.

American Bureau of Shipping teams up with industry to mitigate risk

American Bureau of Shipping (ABS) and shipping lines representing the Cargo Incident Notification System (CINS) are teaming up to develop actionable recommendations to help mitigate risks posed by the stowage of dangerous goods on containerships. ABS has been working with CINS members, including Maersk Line, MSC, Hapag Lloyd, CMA CGM and Evergreen Line, all of whom are to participate in the joint project, over the past six months to develop best stowage strategy guidelines. Following a three-month trial, the best practice guidelines will be published on the CINS website: www.cinsnet.com.

The collaboration assembles key industry stakeholders to examine the challenges and risks containership owners and operators face when stowing dangerous goods.

“Carriage of dangerous goods, not properly identified or accounted for, can be detrimental to the safety of the ship and more importantly the people on board that ship,” said ABS Vice President for Technology Gareth Burton. Central to our joint effort is advancing safety by developing a set of best practices incorporating key lessons learned provided by CINS members from past incidents.”

The objective of this project is the compilation of a comprehensive set of best practices to improve stowage planning and hazard mitigation for dangerous goods carriage, leading to a focused application of existing risk assessment processes.

“By working together with ABS and other leading international partners, we can share our experiences and help to improve the safety of stowing dangerous goods,” said CINS Chairman Uffe Ernst-Frederiksen. “We are looking forward to channelling these experiences into the development of this new industry best practices document and welcome views, insights, and other risk-based approaches from various carriers that can help improve fire safety in our industry.”

Ministerial reshuffle in NSW

In the wake of her election victory, NSW Premier Gladys Berejiklian has reshuffled her ministry. Melinda Pavey has shifted from roads, freight and maritime to take on the water portfolio, while Transport Minister Andrew Constance has added roads to his responsibilities. Paul Toole joins the ministry with a newly created portfolio of Regional Transport and Roads.

Updates from the DAWR

New Inspector-General of Biosecurity appointed

Mr Rob Delane has been appointed the next Inspector-General of Biosecurity (IGB). The IGB helps keep Australia safe from exotic pests and diseases through independent evaluation and verification of our biosecurity system. Minister for Agriculture David Littleproud said Mr Delane would bring a wealth of experience to the role. “The Inspector General of Biosecurity provides a valuable independent perspective as they assess and improve how we manage Australia's biosecurity,” Minister Littleproud said. He went on to say:

With 40 years' experience in science-based work, including biosecurity programs across animal and plant industries, Mr Delane is well qualified. We need a strong biosecurity system to protect our farms, our \$60 billion farm industry, our environment and our way of life, which could all be threatened by pests and diseases. Mr Delane has been appointed as IGB for a three-year term. I thank our current IGB, Dr Helen Scott-Orr, for her efforts to strengthen Australia's biosecurity system. Dr Scott-Orr's term expires in July 2019, at which time Mr Delane will take up the role.

For more information on the Inspector-General of Biosecurity visit: igb.gov.au

BMSB 2019-20 season industry information sessions

A series of industry information sessions have been held during the month of April on the proposed 2019-20 brown marmorated stink bug (BMSB) seasonal measures. These measures will apply to certain goods shipped as sea cargo to Australia between 1st September 2019 and 30th April 2020, inclusive. The number of countries affected by BMSB measures has now increased to 32.

Overall, the meetings were well attended and included presentations by senior Department of Agriculture and Water Resources staff. Sufficient time was allowed for questioning and contributions from those in attendance. Industry hopes that DAWR receives sufficient funding to ensure it has enough resources to deal with the increased inspection regime required for the upcoming season.

For further information on the BMSB or other biosecurity issues visit the [DAWR website](#), or contact Peter van Duyn, the ICHCA representative on the DAWR Consultative Coordination Committee (DCCC), who can raise issues with DAWR directly. Peter's contact details are listed below.

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