



March 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.

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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 in Sydney on the 17 May 2019 to be followed by a luncheon where Anthony Jones, CEO of LINX Cargo Care Group, will be the speaker. More details to follow soon.

ICHCA SA luncheon

More than 50 delegates attended ICHCA South Australia's first 2019 luncheon held in Adelaide on Wednesday 20 March. Chief Executive of the South Australian Government Department of Planning, Transport and Infrastructure Mr Tony Braxton-Smith gave a presentation titled *"Outlook for the Freight Sector in South Australia: What is on DPTI's Agenda?"*

Mainly focussed on the road freight sector, significant projects driving economic growth were discussed, as well as infrastructure strategies, minerals and grain ports, and freight action plans for the "Green Triangle", a joint initiative of the Victorian and South Australian Governments. There were many questions from the floor and the luncheon was a great success.



The luncheon was proudly sponsored by Bowman Rail

Eyre Peninsula rail network should be kept open

Industry body the South Australian Freight Council (SAFC) says government should work with private enterprise to keep the Eyre Peninsula rail network in use. This follows Viterra's decision to stop using the network to move grain from June 2019.

Viterra has announced it will not renew a contract with rail company Genesee and Wyoming Australia and will instead move grain by trucks. SAFC Executive Officer Evan Knapp said they were disappointed rail maintenance and investment costs had risen to the point it was no longer economically viable for Viterra to move grain on the network.

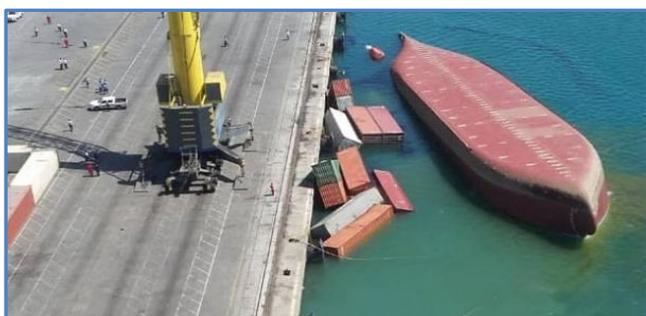
"Given that Viterra is the sole customer of the Eyre Peninsula rail network, [this] announcement effectively means the closure of the rail line," Mr Knapp said. "This will inescapably see thousands of additional truck movements on the Eyre Peninsula road network, interacting with locals and holidaymakers alike. It will also require increased road maintenance expenditure on the Peninsula to ensure that these roads remain in a safe condition for all road users." Mr Knapp said Port Lincoln was likely to bear the brunt of additional truck movements to its bulk grain terminal.

He called on Transport Minister Stephan Knoll to release the *Eyre Peninsula Freight Strategy*, a document prepared during 2017 and 2018. A spokesman for Minister Knoll stated that the report would be released after negotiations concluded with the federal government.

In parliament, Mr Knoll said the decision was a commercial one for Viterra and rail operator Genesee Wyoming Australia. “The economic viability of this rail network has been in doubt for a long period of time,” Mr Knoll said. “The condition of the rail infrastructure and the restrictions it places on operations have added to the costs for doing business for Viterra such that it is simply no longer efficient to move grain by rail.”

Mr Knoll said some 60 to 70% of grain was already hauled by road on the Eyre Peninsula. “We have been informed that closure of the rail will lead to around an extra 50 trucks per day in and around Port Lincoln,” he said. “We are very mindful of what this might mean for residents and have been exploring a number of options with the Commonwealth Government.”

Another container feeder vessel capsizes



The Comoros-flagged feeder container vessel *SL Star* recently capsized in Bandar Abbas, Iran during cargo operations, with up to three casualties reported. Another feeder container vessel, the Comoros-flagged *Mona* capsized in the UAE port of Sharjah in August 2017.

There are remarkable similarities between the two incidents.

Photo: Google

According to the International Maritime Organization’s Global Integrated Shipping Information System Casualties and Incidents, *Mona* capsized, “...due to wrong unloading [of] the containers in conjunction with wrong calculations of loading fresh water and discharging ballast water...” After *SL Star* capsized, it was reported that, “...discrepancies between dockers and crew led to stability loss; either cargo shifted or was wrongly loaded...”

When the general cargo vessel *Deneb* capsized in Algeciras, Spain in June 2011, an extensive investigation was conducted, and report produced by the Spanish Standing Commission for Maritime Accident and Incident Investigations. The investigation revealed numerous shortfalls in the crew’s actions when dealing with container stowage plan changes, but also revealed the potential dire consequences of under-declaring the weight of containers.

It is stories such as these, or the reading of reports such as the excellent one on *Deneb*’s capsizing, that can help our younger or less-experienced crew members recognise the cues and clues of poor stability or overweight/underweight containers before actually encountering them. It will be interesting to read the report on the capsizing of *SL Star*. Unfortunately, that will likely never be possible. While flag states are required under the Casualty Investigation Code to report casualties to the International Maritime Organization and conduct an investigation, there are no requirements to make those reports public. And, like the missing report on the capsizing of *Mona*, there will likely not be a published report on *SL Star* from the Comoros flag state.

APSA elects new board

Peak body for Australia's sea freight exporters, the Australian Peak Shippers Association (APSA), has elected its board for the 12 months ahead, with a new chairman among the key changes. Visy Logistics Executive General Manager Sean Richards is the new chairman, taking over the reins from Paul Blake of Cloud Global. The election of board members occurred during the recently held APSA annual meeting.

Secretariat Travis Brooks-Garrett said Australian shippers would have a strong voice in freight, logistics and trade in the year to come. "This is one of the strongest boards in the history of the Association, reflecting the growth and strength of APSA," Mr Brooks-Garrett said. "We have senior leaders from major commodity groups who are all distinguished industry leaders in their own right." Mr Brooks-Garrett acknowledged "the incredible contributions" of Paul Blake as outgoing chairman, Dominic Dillon (Cargill) and Michael Lamperd (Bega) for their work on the board during 2018.

LINX to use VR for safety training

The LINX Cargo Care Group (LINX CCG) has created a Virtual Reality (VR) safety training platform in collaboration with Curiiious and Samsung Electronics Australia, which is the first of its kind in Australia's supply chain and logistics industry. The Gear VR training platform was designed to create an immersive VR experience to enhance LINX CCG's safety training delivery and assessment. LINX CCG partnered with communication and technology company Curiiious to conceptualise and build the immersive VR experience.

LINX CCG is highly committed to sending its 4,000 people home safely every day, across more than 70 sites in Australia and New Zealand. LINX Cargo Care Group CEO Anthony Jones is passionate about safety. His dispersed and diverse workforce operate 24/7 in hazardous environments with large machinery. The key to improving safety is to create a compelling, simulated experience that cuts through and has an impact. "Virtual reality training will enable us to immerse all our people in diverse situations and expose them to critical risks in our hazardous work environment," said Anthony.

The commitment to standardise is echoed by LINX CCG Executive General Manager Health, Safety and Environment Peter Seaman. "The Gear VR platform enables us to deliver consistent safety training across all levels of the organisation. Often some of the messages are lost in translation in safety training and delivered in different ways, whereas this Gear VR platform minimises room for miscommunication," said Peter.

ADF moves equipment by rail



Photo: GWA

Australian Defence Force (ADF) military equipment recently moved 20 flat-top wagons loaded with military transports by rail from Darwin to Port Augusta in South Australia. The return journey marks a milestone for rail operator Genesee & Wyoming Australia (GWA), completing the two-way round trip on the Adelaide to Darwin rail line.

This is the first time in years this infrastructure has been used for a major movement of Australian defence equipment.

GWA operates almost 5000 km of track in South Australia and the Northern Territory, including the 2200 km Tarcoola-to-Darwin railway. GWA Chief Executive Luke Anderson said the project demonstrated GWA's strong capabilities in large-scale logistics solutions compared with the number of road vehicles that would have otherwise been required. "This provides a safer and with less emissions, a more environmentally friendly solution," Mr Anderson said. "It is hopefully the forerunner to further such northern Australia rail opportunities between the ADF and GWA."

GrainCorp to sell bulk liquid terminals

GrainCorp Limited has sold its Australian Bulk Liquid Terminals (ABL) business to ANZ Terminals for around \$350 million but plans to continue using the assets under a long-term storage agreement with the new owners. GrainCorp acquired ABLT in 2012 through its purchase of Gardner Smith. ABLT operates eight liquid terminal sites across Australia, with a combined storage capacity of approximately 211,000 cubic metres. The sites specialise in the storage and handling of bulk liquid fats, oils, fuels and chemicals for a range of customers, including GrainCorp Oils.

As part of the transaction, GrainCorp Oils will enter into a long-term storage agreement with ANZ Terminals. The transaction is subject to a number of conditions, including regulatory approvals from the Foreign Investment Review Board and the Australian Competition and Consumer Commission.

GrainCorp has retained ownership of its New Zealand bulk liquid terminals, which it said were better integrated into its supply chain. However, GrainCorp has not ruled out sale of these New Zealand assets at a later date as part of the company's ongoing portfolio review.

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Terry O'Connor has announced his resignation.

Port of Darwin CEO Terry O'Connor has announced he will resign and leave the position when a replacement has been found. Mr O'Connor became chief executive in 2011, before Landbridge's acquisition of the port in 2015, and has led Darwin Port through its transformation from a Northern Territory government business to a privately-owned entity.

In a public statement, Landbridge Australia Managing Director Mike Hughes praised Mr O'Connor for his contribution. "Terry has made a significant contribution to Landbridge and to Darwin Port over the last eleven years," Mr Hughes said. "He was instrumental in ensuring a smooth transition from public to private management and more recently has led Landbridge's investment in port infrastructure and ongoing transformation into a world-class port capable of supporting the growing demands of Northern Australia. "On behalf of Landbridge, I would like to thank Terry for his dedication, expertise and exceptional leadership over his years at the Port."

Svitzer to add two new tugs to its fleet

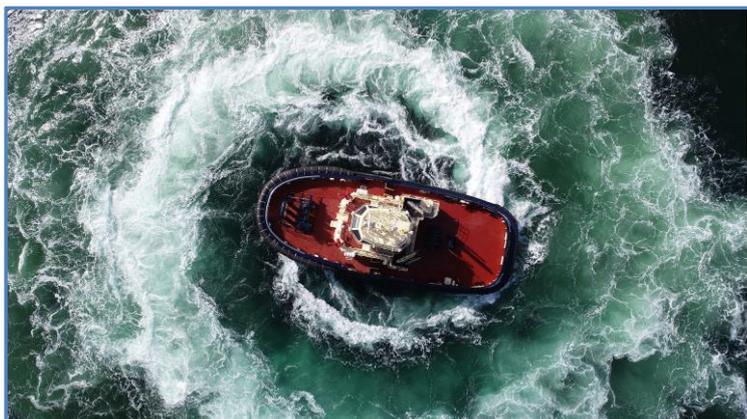


Photo: Svitzer

Svitzer Australia is set to welcome two new vessels to its fleet, as two UZMAR-built RAstar 3200 series tugboats begin their journey from Turkey. A delivery ceremony was hosted by UZMAR recently for the two tugboats, *Svitzer Ruby* and *Svitzer Redhead*.

The 85-tonne bollard pull tug, *Svitzer Ruby*, is to join the fleet at Port Kembla in May 2019, and the 80-tonne bollard pull tug, *Svitzer Redhead*, is to join the team in Fremantle in late April.

According to Svitzer, the two escort-towage capable vessels feature render recovery winches, FiFi1 class notation for firefighting, an LNG operational protection package and a rear winch for over-the-stern towing operations.

Svitzer Australia Managing Director Nicolaj Noes said they were always "working closely with our stakeholders, and importantly, local port authorities to understand how we can best meet their requirements, now and into the future, with our national and diverse fleet of vessel types and capabilities".

"To that end, we have been working closely with our port stakeholders Fremantle Ports and Port Authority New South Wales to determine port operations requirements," Mr Noes said." With the new additions, Svitzer's tug fleet is to number more than 432 vessels in more than 100 locations worldwide.

Minister appoints APSA as peak importer body under the Competition and Consumer Act

The Hon. Michael McCormack MP, Federal Minister for Infrastructure, Transport and Regional Development, has signed a Legislative Instrument designating the Australian Peak Shippers Association (APSA) as the peak body for importers for the purposes of Part X of the *Competition and Consumer Act 2010*. APSA now holds both the importer and exporter peak body designations.

APSA would like to thank the Australian Federation of International Forwarders (AFIF) for their support in this process. AFIF is the secondary inwards shipper body designated under the Act and will assist APSA in negotiating minimum levels of service with international shipping consortia

Updates from the DAWR

Biosecurity Levy steering committee established

Minister for Agriculture David Littleproud has announced the chair and members of the Biosecurity Levy steering committee. The committee comprises representatives from industry and farm groups to help steer an informed delivery of the levy, which will see importers pay for biosecurity border screening.

The committee chair will be Mr David Trebeck. He currently chairs Australia's Oyster Coast Ltd and has been a non-executive director of six ASX-listed companies since 1997, including GrainCorp Ltd (13 years) and Incitec Pivot Ltd, and has been involved in shipping since 1974.

The steering committee will include Paul Zalai from the Freight Trade Alliance, Margie Thomson from the Cement Industry Federation, Mike Gallacher from Ports Australia, Mike Sousa from Qube Holdings, Rod Nairn AM from Shipping Australia, Brian Lovell from the Australian Federation of International Forwarders, and Tony Mahar from the National Farmers Federation.

"Australia's border biosecurity protects our food supply, 300,000 jobs, the \$60 billion agriculture industry and our way of life," Minister Littleproud said. "If our border biosecurity is breached and, say, foot and mouth disease entered Australia, consumers would pay much more for meat and the losses to farmers would be around \$50 billion.

"Those creating biosecurity risk should contribute fairly to addressing that risk, remembering pests and diseases arrive on the hulls and decks of ships and not just in the imported product itself. If the taxpayer alone bears the burden of protecting Australia then companies being bailed out by the taxpayer are unlikely to take our biosecurity seriously." Minister Littleproud also said he was glad Joel Fitzgibbon has put the following on record: "Labor supports the rationale for the Biosecurity Levy. Labor is committed to a properly funded biosecurity system."

Call for innovative solutions

The Department of Agriculture and Water Resources is calling for innovative solutions to build Australia's biosecurity capabilities and better manage risks associated with hitchhiker pests and disease. Head of Biosecurity Lyn O'Connell said grants of up to \$1 million are available through the Australian Government's Business Research and Innovation Initiative (BRII). "We work hard to improve our biosecurity system, but it is important to recognise that there are businesses out there that could have valuable ideas to contribute," Ms O'Connell said.

"Through this initiative, we are looking for solutions to enhance the way we prevent, detect and manage hitchhiking pests on or in shipping containers. "These solutions could help safeguard Australia from some of our most unwanted pests – including the Brown Marmorated Stink Bug (BMSB), which is a serious threat to our industries and environment.

BMSB 2019-20 season industry information sessions

A series of industry information sessions is being hosted on the proposed 2019-20 BMSB seasonal measures. These measures will apply to certain goods shipped as sea cargo to Australia between 1 September 2019 and 30 April 2020 inclusive.

The industry information sessions will be held nationally in early April 2019 and will include a webinar for those unable to attend in person. The sessions will be presented by senior representatives from the Department and will provide detailed information on the 2019-20 BMSB seasonal measures for stakeholders including vessel masters, freight forwarders, treatment providers, Biosecurity Industry Participants, importers, customs brokers, and principle agents associated with importing goods that require

increased intervention during the 2019-20 BMSB risk season. The sessions will also provide industry with the opportunity to provide feedback and ask questions about the proposed measures.

Information session details

Industry members are invited to arrive from 8.30am for registration and welcome tea and coffee at all events.

You can [register here](#) for any of the sessions listed below.

- Brisbane Tuesday 2 April 2019
- Sydney Thursday 4 April 2019
- Melbourne Tuesday 9 April 2019
- Perth Wednesday 10 April 2019
- Webinar Friday 5 April 2019

Subscribe to industry advice notices

Keep up to date with the latest information on the current and 2019-20 BMSB seasonal measures by signing up to **the [DAWR Import Industry Advice Notices](#)**.

DCCC meeting

The DAWR Consultative Coordination Committee (DCCC,) of which ICHCA is a member, recently held its quarterly meeting in Melbourne. Hot topics discussed were the Biosecurity Levy, BMSB review by the Inspector General of Biosecurity, and the current and next year's BMSB season and measures.

The current BMSB season is almost finished and information sessions for next season are scheduled (see above). Industry was generally critical of DAWR in its handling of the 2018-19 BMSB season and is hoping that sufficient measures are taken to avoid a repeat of this year's season. The next DCCC meeting will be held in Sydney on 30 July.

For further information on the BMSB and the Biosecurity Levy or other biosecurity issues visit the **[DAWR website](#)** or contact Peter van Duyn, the ICHCA representative on the DCCC (contact details below) who can raise issues with DAWR directly.

ICHCA Contacts

ICHCA Australia Chairman

John Warda
Mobile: 0417 875 113
Email: jpwarda@bigpond.com

Company Secretary

Peter van Duyn
492 George St, Fitzroy VIC 3065
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

State co-ordinators

New South Wales

Marcus John
Mobile: 0413 486421
Email: marcus.john@thomasmiller.com

South Australia

Michael Simms
Mobile: 0418 802 634
Email: simms.michael@flindersports.com.au

Queensland

Sallie Strang
Mobile: 0412 604 842
Email: sstrang@stxgroup.com.au

Victoria

Peter van Duyn
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

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