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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@bigpond.com or telephone 0400 708 182.

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New in Smart Containers, Ports and Cargo Security

The ICHCA International Conference is currently underway in Barcelona with a contingent of Australian members attending. Reports from the conference will appear in later editions of Inside ICHCA.

Among a varied program, delegates will hear about innovation around connected containers, ports and terminals. Internet of Things (IoT) technology is turning fleets and containers into smart assets via low cost wireless devices, networks and applications that track, monitor and control fleet and cargo.

With the right wireless technology, data becomes instantly actionable at any point along the container supply chain. Turning fleets and containers into “smart assets” can have a significant impact on operational costs, profitability and customer satisfaction.

For example, one of North America’s largest intermodal operators has installed GSM and satellite-based telematics devices integrated with internal cargo sensing and external security devices. Containers immediately report when they are empty and can be swiftly redeployed to a new client. This smart container ecosystem allows the group to significantly increase asset utilization. Pilots of this type are rolling with almost every large player in the intermodal space.

The theme of this year’s Conference is 'Bigger Ships, Greater Challenges' and will be focused on how to improve efficiencies at a time of rapidly escalating ship sizes and greater concentrations of cargo, both at sea and on land.

Emerald Grain Partners with Iron Road to Develop Cape Hardy Port



NEWS RELEASE

UNDER EMBARGO until 1 March, 2016

Leading agribusiness Emerald Grain has announced it has partnered with mining company Iron Road in the development of a multi-commodity export facility proposed for Cape Hardy on the Eyre Peninsula in South Australia.

Emerald Grain and Iron Road have an agreement to collaborate in the development and design of Iron Road’s planned Cape Hardy facility to ensure it is capable of exporting grain, subject to gaining the necessary government approvals.

Located on the east coast of the Eyre Peninsula with deep-sea capability, Cape Hardy is ideally positioned to draw grain from across the region.

Chairman and Managing Director of Emerald Grain John Murray said the port was a significant infrastructure project that would provide an alternative export pathway for growers and deliver value for Eyre Peninsula communities.

“Once developed, Cape Hardy will be a cape-size port, the only one of its kind in South Australia, which will unlock value and options that are currently unavailable to local growers,” said Mr Murray.

“Importantly, Cape Hardy is not just another grain export facility, it represents another port operator and an alternative supply chain for the benefit of Eyre Peninsula growers.

“This facility could be a game changer for us and the industry. It would complement our other grain infrastructure investments and support our national grain marketing program.

“The Cape Hardy export facility is a long-term strategy for Emerald, and will require the support of various stakeholders to be fully realised. We’ve had a relationship with Iron Road for over two years now and we’ll continue to work closely with them to progress the project.”

Managing Director of Iron Road Andrew Stocks said the partnership with Emerald Grain was a positive step in delivering the Central Eyre Iron Project (CEIP) and would ensure maximum benefit for both commodity exporters and the region.

“We have always put a priority on developing a multi-user facility with cross commodity access for other industries, such as grain, to deliver greater benefits at a regional and State level.

“We are pleased to partner with Emerald Grain for the next stage of this vital project,” he said.

The CEIP project has received State and Federal support with the South Australian Resources Infrastructure Taskforce identifying it as a priority development to meet South Australia’s future export demand.

ABOUT EMERALD GRAIN

Emerald Grain is one of the largest grain marketing and supply chain businesses in Australia, with a global network and industry understanding. As a trusted supplier of quality Australian grain to over 35 countries, Emerald Grain demonstrates an extensive industry network catering to the needs of Australian grain growers. The Emerald Grain trading and marketing team are experts in commodity trading in domestic and international markets. The company runs 11 up-country grain storage facilities in Victoria and New South Wales, feeding their Melbourne Port Terminal and a new joint venture terminal at Port Kembla.

In February 2014, Sumitomo acquired 100 per cent ownership of Emerald Grain providing the capital strength and balance sheet to fund future growth. The Sumitomo Corporation is a respected Japanese global trading company employing over 70,000 people across 66 countries. Sumitomo’s business in Australasia commenced in 1961 and its current activities include a diverse portfolio of investments, manufacturing, and the import and export of commodities that serve the agricultural, mining and industrial markets.

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ICHCA International to Raise Bar on Safety

IMO's upcoming container weight verification rules, new IMO/ILO/UNECE container packing guidelines, container lashing, dangerous goods and incident response will all feature on the safety agenda at ICHCA's 2016 conference.

Among the conference topics will be the new IMO container weight verification rules, container packing, securing and dangerous goods management and incident response.

The delegates who are in Barcelona at present will look at "SOLAS VGM and Container Supply Chain Safety: New Rules, New Realities, New (Shared) Responsibilities". Discussion will focus on the highly topical issue of mandatory container weight verification under the IMO's amended Safety of Life at Sea (SOLAS) Convention, which require packed shipping containers to have a verified gross mass (VGM) before they can be loaded on a ship for export. The rules come into effect on 1 July.

The practicalities of complying with the regulations formed a major part of the opening session and the roundtable that immediately followed. Both the opening session and the roundtable were moderated by Capt. Richard Brough OBE, Director of Brough Marine Ltd and Technical Advisor to ICHCA International.

In December last year ICHCA International joined forces with the World Shipping Council (WSC), the TT Club and the Global Shippers Forum (GSF) to release a new Frequently Asked Questions document to address issues arising from the new regulations. The FAQs aim to clarify how the requirements will function in different situations and can be accessed here: <http://www.ttclub.com/loss-prevention/publications/container-weighing/>.

In addition to discussing the new VGM Regulations, the opening session looked more broadly at the main causes and impacts of container accidents and how to identify and address avoidable risks, with speakers from CINS, the shipping industry's cargo incident notification system and TT Club. The afternoon session on Cargo Packing, Securing, Project Cargoes & Dangerous Goods continued the debate with focus on best

practice in cargo securing, including project and dangerous goods, plus dangerous goods management and incident response.



Genesee & Wyoming Australia Chief Speaks at SA ICHCA Lunch

Mr Gregory Pauline, Managing Director of Genesee & Wyoming Australia, addressed the ICHCA Luncheon in Adelaide on the 24 February 2016 and highlighted what the challenges and opportunities are for the South Australian rail sector.

Key challenges faced by rail include Global Commodity Prices, Regional Rail Lines, Coastal Shipping, increased competitiveness of Road and better recognition of the Safety, Social and Economic benefits of rail.

Key opportunities include improved technology on Rail, Improved Rollingstock, the reappearance of Junior Miners and improved intermodal Freight Availability.



Left to Right: Michael Simms, ICHCA Australia and Gregory Pauline, G&W Australia

Despite prevailing economic conditions GWA has proactively restructured in preparation for improved market conditions. It is also improving productivity in many ways including Weather Proofing the Railway.

In delivering his presentation and during question time, Greg provided fresh insights on a range of topics to all that attended the luncheon highlighting the value that can only be gained by attending the lunch.

You can view the content of the presentation by clicking on the pdf below.



ICHCA

Luncheon_Feb 2016

Meanwhile, the next ICHCA Luncheon in Adelaide will be held at the Lakes Resort Hotel. The luncheon date is 25 May from noon to 2 pm.

The guest speaker will be Scott McKay, Chief Executive Officer, Bowmans Intermodal.

2016 NATIONAL INDUSTRY SCHOLARSHIP GRANT INITIATIVE
For the development of women's leadership across all industry

"I would like to acknowledge the Scholarship Grant Initiative for providing equitable access to leadership development across all sectors and regions."
Julia Gillard at the 2015 National Award for Excellence in Women's Leadership

Australian Women's Leadership Symposium
WOMEN & LEADERSHIP AUSTRALIA

Funding Grants for Women in Transport and Logistics

In 2016 Women & Leadership Australia is administering a national initiative to support the development of female leaders across the transport and logistics sectors.

The initiative will provide women in the transport and logistics sectors with grants for leadership development. More specifically, grant applications are open to women employed in the transport and logistics sectors at two levels.

Please click on the preferred program link for details. The deadline for expressing your interest for this funding in your sector ends on March 31.

1. Senior Management and Executive level Women Leaders can apply for \$12,000 Individual Grants to undertake the [Advanced Leadership Program](#).
2. Women Managers can apply for \$5,000 Individual Grants to undertake the [Accelerated Leadership Performance Program](#).

Attached is the Expression of Interest form. Should you wish to discuss the initiative in more detail please contact Ian Johnson at the office of the National Industry Scholarship Program, Australian School of Applied Management on 03 9270 9016 or via ijohnson@wla.edu.au.



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Container Weight Forums Planned

The Container Transport Alliance Australia is running a series of business forums on container weights during April. The forums are as follows:

- Sydney: 5 April
- Melbourne: 12 April
- Brisbane: 20 April
- Fremantle: 26 April.

ICHCA is a Supporting Organisation for these Business Forums:

ICHCA members will be able to attend for the lower registration fee of \$60.50 (incl. GST).

The forums are being organised CTAA by industry for industry, so the registration fee has been kept to the minimum to cover venue, catering and other organisational costs.

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Web Page on Way Back

You may have noticed that the ICHCA Australia website has been experiencing problems. We are currently working hard to get it up and running smoothly again and appreciate your patience. We will advise as soon as it becomes available. As an ICHCA Australia member you are entitled to access the Member Area of the new ICHCA International website at <http://www.ichca.com>. Some of the features that have been improved are:

- You now have control over the creation of your own online account and can change your password at any time
- It is easier to locate and download all of the ICHCA publications including Briefing Pamphlets, Research Papers and many more: <http://www.ichca.com/publications>
- **New** Issues pages: Dedicated pages with information to do with certain key issues such as CTU Packing including upcoming events, documentation and news articles: <http://www.ichca.com/ctu-packing>
- An up-to-date stream of the latest news on the homepage so you can stay in the loop with key events: <http://www.ichca.com>
- Detailed information on training packages offered at a discounted rate: <http://www.ichca.com/training>

To create your online account and gain access to the Member Area, fill in your details in this form: <http://www.ichca.com/subscribe>. Please be advised there may be a short delay in gaining access to the Member Area while your status as a member is approved by ICHCA International.

Around Cape Horn on a Tall Ship

ICHCA Australia Board Director - Peter van Duyn – recalls an epic adventure



In December last year I had the opportunity to sail around Cape Horn on the tall ship “Europa”. The voyage was held to commemorate the discovery of Cape Horn 400 years ago by two Dutch explorers Schouten and

Le Maire who were seeking new routes towards the Dutch East Indies. Cape Horn was named after the town of Hoorn in the Netherlands where Schouten and Le Maire commenced their epic voyage.

The “Europa” (a three masted square rigger) left the Netherlands in September 2015 and sailed across the Atlantic to Salvador, Bahia in Brazil. I joined the ship in Salvador in November. The ship is run a by a professional international crew (in this case 20 mainly young adventurous types) and has room for about 45 so-called trainees (mainly older adventurous types). The trainees assist the professional crew in everything that is required to run a sailing vessel such as steering, look out, sail and rope handling, help in the galley etc. and are required to work two four hour watches every day.

The intention was to sail around Cape Horn in the traditional way using sails only and sailing from East to West against the prevailing westerly winds and currents. We rounded Cape Horn on the morning of the 6th of December in daylight with good visibility and favourable winds (20 knots) however by lunchtime we encountered a change in wind speed and direction and spent the next five days in the Drake Passage being blown towards Antarctica by gale force winds accompanied by sleet and snow and a wind-chill factor of -10 C. We slowly managed to make our way westwards and finally entered the Straits of Magellan and sailed towards Punta Arenas, the end of an epic voyage.

For more information visit www.barkeuropa.com.



Partnering for Long-Term Development of SA Ports

The South Australian Government is working with industry to develop a 50-year strategy to maximise economic opportunities for state port assets. The strategy is an opportunity to position ports to deliver broader economic growth as well as logistics services through innovation.

Ports play a vital role in supporting economic activity and growth and the strategy will leverage the shared role of Government and industry in port development. This strategy will align to the National Port Strategy and ensure port planning and development supports our state’s economic priorities. It will build upon the recent work by the Resources Infrastructure Taskforce in preparing the Business Case: Solutions to bulk mineral export infrastructure on Spencer Gulf.

The Department of Planning, Transport and Infrastructure (DPTI) will be engaging with industry to ensure the strategy focuses on the needs of current and potential port customers and key supply chains. About 45 organisations have been identified to participate in a reference group or for targeted consultation. The

broader industry, organisations and individuals will have an opportunity to input either directly or via the project website.

The strategy will inform land use planning, which will help to ensure that produce such as food and wine is effectively and efficiently linked to markets, preserve land for related, value adding employment and preserve the transport corridors that are so important to the effective running of South Australia's ports.

Work will focus on how regulatory frameworks can support future investment, with a spotlight on policy to develop export opportunities.

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