



**April 2015**

***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](http://www.ichca-australia.com) . We also have an ICHCA international website at [www.ichca.com](http://www.ichca.com)

To join ICHCA please contact Ian Lovell, Company Secretary of ICHCA Australia Ltd on [ian.lovell@ichca.com](mailto:ian.lovell@ichca.com) or telephone 0400 708 182.

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# ICHCA Participates in Department of Agriculture Biosecurity Roundtable

ICHCA plays a strong role as a Non-Government Organisation (NGO) Internationally and in Australia in a broad range of areas. In this context **ICHCA Australia** recently participated in the **Department of Agriculture's 2015 Biosecurity Roundtable** on Thursday 5 March in Canberra. The purpose of the roundtable was to hear from biosecurity stakeholders about what constitutes a healthy biosecurity system and share some information from the department on emerging issues. Representatives from 45 organisations participated in the event including myself (representing both ICHCA and Emerald Grain).

Attached is a [summary of issues](#) raised at the meeting and the Department's response.

At the conclusion of the meeting the department summed up by saying it recognises the importance of engaging with stakeholders and values the contributions made.

It acknowledged the frustrations expressed by industry representatives about the need for:

- more transparency about what is being done to progress issues raised at events
- more genuine engagement with industry at a national level
- improved communication between the department and industry about relative priorities for import analysis work to better align the department's priorities across both import analyses and market access for exports.

It also acknowledged there are a number of significant challenges for a healthy biosecurity security system including:

- raising awareness of biosecurity
- early defining what shared responsibility actually means in practice
- having the capabilities in place to see risks as they are emerging and respond to incursions quickly.

ICHCA values its engagement with the Department of Agriculture and sees that it can benefit its members. Accordingly, if you have any issues you want raised or comments you would like to make so we can serve you better, please let me know.

**John Warda**

Chairman

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**AUSTRALIA**

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Association

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Biosecurity Summary

# ICHCA SA Lunch

## ICHCA SA - SPECIAL EVENT

**ICHCA**  
AUSTRALIA

International  
Cargo  
Handling  
Co-ordination  
Association

**EVENT** Luncheon Meeting

**DATE** WEDNESDAY 20 May 2015

**TIME** 12:00 noon start, 2:00pm finish (Sharp)

**VENUE** The Lakes Resort Hotel, Brebner Drive, West Lakes, South Australia

### SPEAKER



### STUART BALLANTYNE

Managing Director, Sea Transport Corporation

- 7 years Merchant Navy – Deck Officer – Asia, Australia and South Pacific
- Royal Humane Society Vellum Award for Bravery
- National Service R.A.N. – Sub-Lieutenant
- 3 years full time study Naval Architecture
- 3 years Operations Superintendent – Australian National Line
- Formed Sea Transport in 1976 - Offices now in Qld, SA, HK and China
- Memberships - Fellow of Royal Institute of Naval Architecture
- Chairman - Interferry 2002-2004, Board Member for 12 years
- Winner of 6 International awards for services to the Marine industry
- Awarded an Honorary Doctorate in Science 2014 from Strathclyde University, Scotland

### TOPIC

#### REINVIGORATING AUSTRALIA'S ECONOMY AND THE ENVIRONMENT THROUGH COASTAL SHIPPING REFORM AND NUCLEAR SHIPS – HAVE WE MISSED THE BOAT?

*Come along to this luncheon to hear firsthand what needs to be done to reform Australian coastal shipping and how to overcome its longstanding issues. Also Stuart will discuss the case for nuclear sea transport – a timely topic for South Australia with its Royal Commission into nuclear energy.*

*Stuart is not only respected as a maritime expert in innovation but is a speaker with flair and is too good to miss.*

*Hope to see you there!*

*Luncheon Proudly Sponsored by*

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### COST

ICHCA Members \$65.00 per person / Non Members \$80.00 per person (includes 10% GST)  
(Charge includes soft drink and some wine)

### RSVP

Friday 15 May 2015 – Registration Form attached

Deb Warda email: [deb.warda@ichca.com](mailto:deb.warda@ichca.com) | mobile: 0439 181 081

#### EARLY BOOKINGS PLEASE – PLACES ARE LIMITED

*Please note: Cancellations received after Friday 15 May will be charged. Substitutes welcome.*

## REGISTRATION FORM

ICHCA Australia Ltd | ABN 68 098 986 666

Please select payment option below and return this completed form to:  
*mail:* ICHCA Australia, 21 Slade Crescent, Hallett Cove SA 5158  
*email:* [deb.warda@ichca.com](mailto:deb.warda@ichca.com)

### ICHCA SA SPECIAL EVENT

**EVENT** Luncheon Meeting  
**DATE** Wednesday 20 May 2015  
**TIME** 12:00 noon start, 2:00 finish  
**VENUE** The Lakes Resort Hotel, Brebner Drive, West Lakes, South Australia  
**TOPIC** **REINVIGORATING AUSTRALIA'S ECONOMY AND THE ENVIRONMENT THROUGH COASTAL SHIPPING REFORM AND NUCLEAR SHIPS – HAVE WE MISSED THE BOAT?**  
**COST** ICHCA Members \$65.00 per person / Non Members \$80.00 per person (includes 10% GST)  
*(Charge includes soft drink and some wine)*  
**RSVP** Friday 15 May 2015  
 Deb Warda email: [deb.warda@ichca.com](mailto:deb.warda@ichca.com) | mobile: 0439 181 081

| Names of Attendees | Organisation | ICHCA Member |
|--------------------|--------------|--------------|
|                    |              | Y / N        |
|                    |              | Y / N        |
|                    |              | Y / N        |
|                    |              | Y / N        |
|                    |              | Y / N        |
|                    |              | Y / N        |
|                    |              | Y / N        |
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|                    |              | Y / N        |

|                        |        |        |
|------------------------|--------|--------|
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|                        | Email: |        |

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|---|--|

## **Changes to Strengthen Rail Industry Innovation and Advocacy**

The Australasian Railway Association (ARA) has announced changes to the structure of two important rail industry bodies to further strengthen rail's position as a leading passenger and freight transport mode of choice and a critical component of Australia's transport infrastructure.

Chairman, Lindsay Tanner, outlined the changes that started in early March 2014 to separate the Rail Industry and Safety Standards Board (RISSB) from the ARA and create a separate and independent RISSB. "This decision was aimed at driving further progress in improving rail's safety and productivity and to more closely align to the objectives of the newly established Office of the National Rail Safety Regulator (ONRSR)," Mr Tanner said.

"A new RISSB Board is now leading the establishment of the separated RISSB to be completed by 1 July 2015. This also follows the creation of the Australasian Centre for Rail Innovation (ACRI) in 2014, chaired by the Hon. John Anderson AO, as an independent rail research and innovation company.

"The ARA is now well positioned to review its own important role within the industry as the peak representative body for rail. This review is being led by a sub-committee of the ARA Board and will be completed over the next three months," he said.

Mr Tanner said the long serving ARA CEO, Bryan Nye OAM, will leave the organisation on the 30 April. "This is a new phase for the ARA, and it will be led by a new CEO following the decision by existing CEO Bryan Nye to stand down. Bryan has made an enormous contribution to the industry since he was appointed as CEO of the ARA in 2003,

"In January 2014 he was awarded the Medal of the Order of Australia for services to the rail transport industry and to the business sector. On behalf of all of its members, the ARA would like to thank Bryan for his leadership and wish him the very best for the future.

Mr Tanner announced that he will also be leaving the ARA due to his term as Chairman coming to a close.

"After a two year period assisting the organisation with its transition I will finish my term in April 2015 and announce that Mr Bob Herbert AM has been appointed as Interim Chair to complete the review process," Mr Tanner said.

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## ACCC Seeks Views on Viterra's Application for Long Term Agreements at SA Wheat Ports

The Australian Competition and Consumer Commission is seeking comment from interested parties in the bulk wheat export industry on Viterra's application to introduce long term agreements for shipping at its six South Australian wheat port terminals.

Currently, Viterra allocates port terminal capacity to exporters for only one year at a time via annual auctions and a first-come-first-served process. The proposal would allow the opportunity for third party exporters to Viterra's ports to seek to negotiate long term access arrangements to Viterra's wheat port terminals for a period of between two to five years.

"Viterra's proposal to introduce long term agreements is likely to be of interest to exporters and other market participants in South Australia. The ACCC seeks industry's views on the impact the proposal is expected to have," ACCC Commissioner, Cristina Cifuentes, said.

Viterra will also make available a minimum 500,000 tonnes of capacity per quarter across all its ports as short term capacity. Short term capacity will be available to all exporters through the existing First Come First Served allocation process.

Viterra has identified a number of benefits that it submits will arise from establishing long term agreements, including greater certainty for clients in planning longer term export programs.

The ACCC has published an Issues Paper outlining the changes in Viterra's protocols. The closing date for submissions is **Friday 24 April 2015**.

In addition to the ACCC consultation process, Viterra will also seek views from its clients during this period.

The Issues Paper and other relevant documents are available at [Viterra 2015](#).

## VQIRT's Automotive Terminal at Port of Fremantle Proposal Clears Hurdle

The Australian Competition and Consumer Commission will not oppose the proposed acquisition by Victoria Quay International RoRo Terminal Pty Ltd (VQIRT) of a long-term lease to develop and operate the Automotive and RoRo Terminal at the Port of Fremantle, after accepting a court-enforceable undertaking.

The undertaking seeks to address the ACCC's competition concerns should VQIRT be successful in its bid.

VQIRT's ultimate parent company, Wallenius Wilhelmsen Logistics AS (WWL), operates an ocean shipping business in competition with other terminal users at the Port of Fremantle.

"The ACCC was concerned that in the absence of the undertaking, VQIRT could provide preferential treatment to WWL, to the detriment of other shipping companies," ACCC Chairman, Rod Sims, said.

The ACCC was concerned that VQIRT could use its position as a vertically integrated operator of the sole automotive terminal at the Port of Fremantle to discriminate against rival automotive shipping lines and other terminal users that VQIRT may compete with in future, including stevedores and pre-delivery inspection facility operators. Through its control of the terminal, it could raise the costs of its potential rivals or disadvantage them in other ways.

To address these concerns, the undertaking requires that VQIRT:

- complies with open access conditions in its operation of the terminal
- will not have any responsibility for berthing services unless a variation to the undertaking is accepted by the ACCC
- ring fences terminal users' confidential information, to ensure the confidential information is not inappropriately disclosed
- provides mechanisms for independent resolution of price and non-price related disputes if parties consider they have been discriminated against or have other concerns relating to the supply of terminal services by VQIRT
- provides for oversight of VQIRT's compliance with the undertaking through self-reporting and the requirement for regular independent audits by an ACCC-approved auditor
- allows terminal users to request that an independent auditor conducts an audit check of VQIRT's compliance with the undertaking at any time if a terminal user is concerned that VQIRT has breached its undertaking obligations.

"An important additional feature of the undertaking is that the ACCC can publicly review it two years after commencement and every five years thereafter," Mr Sims said.

The undertaking is available at <http://registers.accc.gov.au/content/index.phtml/itemId/1185518>

## Steve Cox to Join Flinders Ports

Flinders Port Holdings has announced the appointment of Steve Cox as General Manager of Flinders Adelaide Container Terminal. Mr Cox will join the South Australian port services group on 11 May as part of the group's succession planning, replacing the facility's existing General Manager, Peter Cheers, who is retiring.

Currently General Manager of Teekay Shipping Towage Operations in Port Headland, Mr Cox previously worked in management roles for Patrick Container Terminal in Brisbane and Rooney Shipping and Trading in East Timor. He was recruited into the new role at Flinders Adelaide Container Terminal, following a nation-wide executive search.

Vincent Tremaine, CEO of Flinders Port Holdings said, "We are delighted to have secured Steve. His operational expertise is highly regarded in the sector and his management style and strong focus on safety are a great fit with our values and our development plans for the container terminal."

Flinders Adelaide Container Terminal's vision is to be recognised as the most efficient and customer focussed container terminal operator in Australia. Mr Cox will have overall responsibility for the terminal, leading the integration of new equipment into operations, improving efficiency and service levels for customers.

Peter Cheers, incumbent General Manager at Flinders Adelaide Container Terminal, is set to retire in July this year after 14 years of exemplary service with the Flinders Port Holdings Group. More recently, Mr Cheers led the assimilation of the facility into Flinders Port Holdings following the acquisition of the container terminal by Flinders Port Holdings from DP World South Australia in 2012.

"Peter has done an outstanding job integrating the business with the Group's systems and culture and leading the modernisation planning process. We've recently implemented a significant program of investment including a \$24 million capital outlay for two new ship-to-shore Post Panamax cranes. Steve Cox will take the terminal forward, spearheading the planned step-up in operational efficiency and service optimisation for our valued customers," Mr Tremaine said.



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## ALC Welcomes Funding for New Rail Technology

[Australian Logistics Council](#) Managing Director, Michael Kilgariff, has welcomed confirmation that \$15.5 million has been approved for the first stage of the Advanced Train Management System (ATMS). "To maximise freight efficiency we need to harness 21st century technologies and I welcome confirmation that the Federal Government has approved its first tranche of funding for the ATMS project," Mr Kilgariff said.



“Economic analysis undertaken by ALC shows productivity boosting initiatives, such as the ATMS project, will deliver broader economic benefits in the billions of dollars. An ALC report found a 1% improvement in the efficiency of the sector generates \$2 billion of gains to the economy each year.

“Future-focused technology, like ATMS, enhances the capacity for industry to transport products around Australia’s rail system more efficiently and safely,” he said.

ATMS is a smart train management system that can locate and control trains on the network allowing them to travel at closer intervals safely. The technology employs sophisticated computer technology, on-train GPS navigation and Next-G mobile networks to manage train operations.

“This is ‘innovation in action’ which will transform the way freight rail infrastructure is both managed and monitored,” Mr Kilgariff said. “The use of smart technology under ATMS, including collision avoidance systems to prevent accidents, is exactly the sort of initiative industry needs to boost freight efficiency and to underpin a safer and more reliable network.

“With Australia’s freight task predicted to double by 2030 and nearly triple 2050, Australia needs to move more freight on rail - this involves both interstate and intrastate movements .This reality underscores ALC’s strong support for the inland freight line between Melbourne and Brisbane and port shuttles to improve the movement of freight to and from our major ports.

“This partnership between ARTC and Lockheed Martin Australia to deliver the A building in relation to testing – if there is a need, industry should take action to address it.

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