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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](http://www.ichca-australia.com). The ICHCA international website is at [www.ichca.com](http://www.ichca.com). To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at [peter.van-duyn@ichca.com](mailto:peter.van-duyn@ichca.com) or telephone 0419 370 332.

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## ICHCA Australia 2018 conference and exhibition

The world's leading shippers and logistics providers will be meeting in Melbourne, Australia in May 2018 at the combined Global Shippers Forum (GSF) and ICHCA Australia conference and exhibition to discuss trade facilitation, international logistics challenges and other macro-trends affecting global trade. The event will be part of MEGATRANS 2018, Australia's leading logistics and supply chain event with over 500 trade exhibitors.

GSF and ICHCA activities centre on international logistics policy with major UN agencies including the International Maritime Organization, the International Civil Aviation Organization, the International Labour Organization, the International Standards Organization and the World Customs Organization.

The conference will be held jointly with local partners Freight & Trade Alliance and the Australian Peak Shippers Association. A number of international speakers from APEC, WCO, UNCTAD, World Bank, Maersk Line, Kalmar, GSF and ICHCA International, as well as an impressive line-up of Australian organisations have been confirmed. The latest program can be found by [clicking here](#)

For further information about the conference and to book your ticket, [click here](#).

For information about sponsorship and please contact ICHCA Company Secretary Peter van Duyn.



## Tyne ACFS empty depot opens in Fremantle

The development of 5.6 ha on Fremantle Ports land at North Quay has been undertaken by privately owned Tzaneros Investments, for tenants Tyne ACFS and ACFS Port Logistics. The empty container depot spans over 40,000 sqm, and has been purpose built to maximise capacity, productivity and performance. Key features on the site include: queuing lanes for 21 road trains; paperless processing capacity; a 1,000 sqm wash bay; a 672 sqm repair bay; 900 sqm of dedicated survey pad; 36 reefer points; and capacity for 6,147 TEU of empty containers, as well as direct and inter-connecting access to the North Quay Rail Terminal. Operating hours will be 6am to 10pm, Monday to Friday, and additional opening hours will be on request or as required according to demand.

Tyne ACFS Director Arthur Tzaneros stated: "It is now time for shipping lines and transport companies to support the new alternative provider for services relating to empty containers. The industry as a whole has been eagerly awaiting, and service to industry is at the forefront of our management, employees, technology, equipment and investment made to deliver the most reliable and consistent service offering."

Mick and Aaron Powell, Tyne ACFS Directors, will have a significant presence at the newly built facility to support Operations Manager David Anderson and the team specifically chosen "to deliver a service offering the Tyne ACFS way". The business is clearly focusing on truck turnaround, availability of slots and delivering a point of difference. This latest development and operation significantly increases the capability and

productivity of the Port of Fremantle, whilst delivering improved economic outcomes for the state of Western Australia.

## New name for ICHCA Technical Panel

Meeting for the 79th time on 18 April under a new chair and vice chair, the recently-renamed ICHCA Technical Panel (ITP) will launch three new working groups to address key issues in cargo handling and operations: Dangerous Goods; Digital & Innovation; and Straddle Carrier Safety.

The meeting will be held in The Hague, The Netherlands, and will be led by Wouter de Gier, APM Terminals' Global Head of Safety, Environment & Performance Management, who took over as ITP Chair last October (succeeding Jan Boermans, Regional HSSE Director Europe and Russia for DP World). Mr de Gier will be joined by new panel Vice Chair Stephan Stiehler, Senior Consultant at Duisport Group and Independent Consultant at International Ports & Cranes. He succeeds container freight safety and security consultant Bill Brassington.

Originally known as the International Safety Panel (ISP) and more recently as the ISP Technical Panel, ITP is a core working body of ICHCA International and its functions are to develop technical publications, guidelines and recommendations on a wide range of issues in cargo handling and operations; support ICHCA's technical queries service to members; and to contribute to ICHCA's work at IMO and other regulatory bodies.

The three new working groups were established following consultation with the ITP's 80+ members who represent cross-sectoral private and public experience from the worlds of shipping, ports and terminals, logistics, inland transport, insurance and finance, and equipment and technology. Simultaneously, ITP is working and collaborating with industry partners on new and revised publications covering safety issues in container, ro-ro and steel operations, plus a new *Code of Practice on Lifting Personnel with Work Cages*.

ITP will meet one day after the ICHCA seminar on *Port-Hinterland Connectivity* in The Hague which will look at how to minimise risk and maximise efficiency in landside logistics. The day will feature presentations from a variety of stakeholders and include a segment on new technology solutions that could be harnessed to improve efficiencies and minimise the current risks to safety, security and the environment. Speakers will include representatives from Associated British Ports, APM Terminals and Duisport.

Attendance at the 79th ITP meeting is free for ITP members, ICHCA members and invited guests. Those wishing to attend the meeting can select the option when booking for the Port-Hinterland Connectivity Seminar via [this link](#).



## ACCC concerns about Pacific National acquisitions

The Australian Competition and Consumer Commission (ACCC) has raised preliminary concerns about Pacific National's proposed acquisition of Aurizon's Queensland intermodal freight haulage business and its intermodal rail terminal at Acacia Ridge in Brisbane.

The ACCC is concerned about a reduction in options for freight forwarders on most interstate rail routes from two to one and raised potential barriers to entry for rail companies if Pacific National controls the Acacia Ridge Terminal.

The ACCC noted that freight services company SCT Logistics would remain on interstate rail routes; however, it is vertically integrated with freight forwarding and does not generally haul containers for other freight forwarders.

ACCC Chairman Rod Sims said Aurizon's decision to sell the assets to its closest competitor, while shutting down its remaining intermodal business, would fundamentally change the market. "We are concerned about the impact on competition in the freight industry," he said.

"We are concerned the proposed acquisitions would lead to increased prices and reduced service for freight hauled between Brisbane and Far North Queensland. The Acacia Ridge Terminal is an important infrastructure asset and would be a key component in the strategy of any potential supplier of intermodal rail freight that wants to compete with Pacific National."

The ACCC noted that Pacific National has offered a section 87B undertaking that it would not discriminate in providing access to the Acacia Ridge Terminal if the acquisition went ahead. However, Mr Sims said the ACCC's preliminary view was that such an undertaking wouldn't resolve the concerns arising from the dominant provider of intermodal rail line-haul services also owning the Acacia Ridge Terminal.

The ACCC's full statement of issues can be found on its [website](#), and the Commission has invited further submissions from interested parties by 3 April 2018.

## New ministerial appointments

After recent state elections in Tasmania and South Australia there have been changes in infrastructure and planning ministries:

- In Tasmania, Deputy Premier Hon Jeremy Rockliff MP has taken on the role of Minister for Infrastructure while Hon Roger Jaensch MP is the new Minister for Planning.
- In South Australia, Hon Stephan Knoll MP has been appointed as the Minister for Transport, Infrastructure and Local Government and Minister for Planning.

## DP World welcomes new cranes to Australian terminals



DP World Australia's Brisbane terminal has received the first of two quay cranes to be delivered to the terminal this year. The new ZPMC cranes arrived recently at the Port of Brisbane on board the *Zhen Hua*, with the ship to sail on to Sydney and Melbourne with three additional cranes.

DP World Australia's Chief Officer Operations (Terminals) Max Kruse said the delivery of the cranes was a key part of \$180 million port equipment investment nationwide.

*Photo: DP World Australia*

"This is an important investment for our future terminal operations and will ensure we can continue to meet our customers' future needs," Mr Kruse said.

DP World Australia's Brisbane Terminal General Manager Operations Glenn Wayne said that once commissioned, the new cranes would produce increased operational efficiencies and terminal capability. "The new crane, with a boom outreach of 51 metres can service larger vessels which increases our capacity, and ability to service vessels faster," Mr Wayne said.

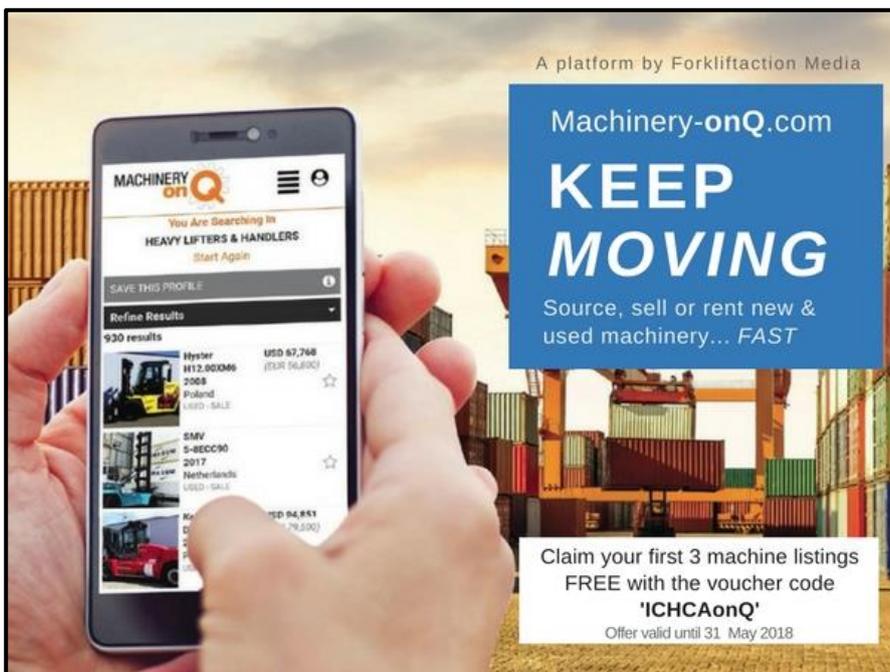
“This is a fantastic investment for our Brisbane terminal which will enable the terminal to work vessels with even greater proficiency and provide opportunities for our customers to grow.”

As part of the investment a total of nine cranes will be delivered and will be fully operational by October 2018 at DP World Australia’s four terminals in Brisbane, Sydney, Melbourne and Fremantle.

Some crane facts:

- rated capacity under spreader, 65 tonnes; 75 tonnes under heavy lift beam
- outreach of 51 metres, with a rail gauge of 25.3 metres
- hoist height above rail is 38 metres
- hoist speed 90 metres/minute loaded, and 180 metres/minute unloaded
- cross travel speed 240 metres/minute.

The *Zhen Hua* has delivered the other cranes to Sydney and Melbourne.



## Brendan Bourke joins Ports Australia board

Port of Melbourne CEO Brendan Bourke has joined the board of Ports Australia. Mr Bourke said he was looking forward to playing a role within Ports Australia using its platform to promote several nationally important issues. “They range from the work the organisation does in promoting community awareness of the role of ports to the economy and liveability of the country through to strategic planning and investment,” he said. “Planning both inside and beyond the port gate is crucial for supporting Australia’s economic growth.”

Mr Bourke said supporting the development of rail, particularly rail shuttles to key metropolitan locations, was crucial, reducing truck traffic and improving the efficiency of the supply chain. “It is vital that stakeholders like the ports, industry and governments are all around the one table as plans for port and near-port facilities take shape,” he said.

Mr Bourke brings more than 35 years of corporate experience and a wealth of infrastructure expertise to the Ports Australia board. During his tenure as CEO of Queensland Motorways he oversaw the transition of

the business from government to private ownership. He is also a former COO of Transurban Group, which included serving as CEO of CityLink Melbourne for nearly nine years.

Ports Australia CEO Mike Gallacher welcomed Mr Bourke's appointment. "Brendan is a very well respected person within the industry, bringing with him a wealth of knowledge," he said. "I and the team at Ports Australia are looking forward to working with him and the valuable contribution he will make to nationally important issues."

## South Australia ICHCA luncheon



On 21st March the South Australian Chapter of ICHCA hosted a business luncheon at the Lakes Resort Hotel. Guest speaker was Mr Daniel Rowlands, Manager for Fixed Plant at SIMEC Mining, part of GFG Alliance, formerly the Arrium Steel Works and port operations at Whyalla.

The topic of Daniel's presentation was: "From Surviving to Thriving". The presentation covered Daniel's own experience and the company's relationship with its employees and the people in the town of Whyalla as they negotiated their way through administration and then sale to the GFG Alliance.

*Daniel Rowlands presenting at the SA ICHCA luncheon*

Arrium had a challenging few years ending in voluntary administration in early 2016. The group was acquired in September 2017 by GFG Alliance and has ambitious plans, including installing considerable dispatchable renewable energy, investing in mining and in the Whyalla Steelworks, and exploring major port and infrastructure development. It was a very informative luncheon and things are looking up for the new owners and the town of Whyalla.

## Coastal shipping push

Government must lead the way in pushing coastal shipping as a means of handling the coming "freight tsunami", according to Ports Australia Chief Executive Michael Gallacher. In a recent speech to the Australian Parliamentary Standing Committee on Infrastructure, Transport and Cities, Mr Gallacher announced Ports Australia had commissioned Deloitte Access Economics to conduct a "long overdue and much needed" review into coastal shipping.

The project, Mr Gallacher said, would be the largest such review of the sector and its objective was to seek data on the current state of coastal shipping and the maritime workforce and to identify the barriers to greater utilisation of the sector.

Mr Gallacher noted that Australia's population is projected to grow to 30 million during the coming 12 years and the freight task is expected to grow along with the population. Moreover, during those same 12 years, Mr Gallacher said Australia's containerised shipping is expected to grow by 165%, and non-containerised freight by 138%, with the overwhelming majority of containers delivered to the five existing capital city container ports.

Mr Gallacher said just 15% of domestic freight in Australia was moved by coastal shipping in 2016, with rail's share at 56% and road 29%. "Coastal shipping's contribution to the domestic freight task has grown over the past 25 years by 1% – rail has grown by 210% and road 61%," he said.

“For a maritime nation with over 70 ports strategically located right around our country, each with road and rail access, each with maritime related industry nearby, in either a capital city or regional town...a continuation of this imbalance surely is not in our national interest.”

Mr Gallacher said ports were intrinsically linked to Australia’s prosperity, and ensuring “the gateways to Australia’s economy are healthy and vibrant is only a good thing for all Australia”.

## Department of Agriculture and Water Resources (DAWR) news

### DAWR Cargo Consultative Committee meeting

ICHCA is a member of the DAWR Cargo Consultative Committee (DCCC) which holds quarterly meetings. The DCCC consists of a number of industry representative bodies and senior DAWR representatives. At the last meeting, held in Melbourne on 21 March, a number of issues were discussed.

- The ongoing difficulty in dealing with the Brown Marmorated Stink Bugs (BMSB) was discussed at length and the increased costs to the importer was highlighted. DAWR personnel indicated that additional resources had been allocated to this matter but there was only so much capacity available at commercial premises to treat the affected cargo. Not only containers were affected but a number of infected car carriers were turned away at Australian and New Zealand ports. The BMSB season for 2017/2018 is nearly over; however, the Department is expecting that there will be an increase in the number of countries with restrictions imposed for the 2018/2019 season. The Department is acutely aware of this and is working with industry to minimise the effects on importers.
- Service delivery is a standing item on the agenda of the meeting where feedback from industry is sought and discussed to assist the Department with continuous improvement (although the Department noted their limitations in personnel).
- Biosecurity legislation is also a standing agenda item and any legislative developments are presented by the relevant Department heads and discussed amongst the DCCC members.
- Statistics and reports on compliance rates for each quarter are also included in the Cargo and Shipping Executive Report which is tabled and discussed at each meeting.

More information about these meetings can be obtained from Peter van Duyn, the ICHCA representative on the DCCC. You can contact Peter if you would like any issues taken to the DAWR.

The next DCCC meeting will be held on 25 July 2018.

### 2017 Roundtable Feedback

As a result of the 2017 Biosecurity Roundtable events, the Department received consistent feedback that organisations are looking for simple, community-focussed resources to raise community awareness about biosecurity and to explain the community’s role. In response, the Department has launched a new biosecurity webpage for the community and a series of short animated videos entitled *Don’t be a Jeff*, which aim to engage the public on what biosecurity is, why it matters and what the public’s role is in the system.

The videos follow the story of a well-intentioned but hapless character, Jeff, in scenarios that compromise biosecurity. Jeff is shown mishandling farm biosecurity, improperly disposing of fish and not declaring a souvenir when re-entering the country from overseas. The videos are another way to increase awareness around biosecurity. They are presented in a fun and engaging way and DAWR is encouraging the sharing of the videos through social media channels.



You can visit the page, watch the videos and share the content:

<http://www.agriculture.gov.au/biosecurity/biosecurity-matters>

For any feedback contact: Biosecurity Consultation on 1800 068 468 or email

[biosecurityconsultation@agriculture.gov.au](mailto:biosecurityconsultation@agriculture.gov.au)

## ICHCA Queensland special breakfast event

ICHCA Queensland is holding an industry breakfast on **Wednesday 18 April, 2018**. The speaker is Captain Steve Pelecanos, Managing Director, Hermes Maritime Shipping & Logistics. The topic of Steve's presentation is *The Future of Coastal Shipping in Queensland and the Impact on Mackay*. Please go to this [link to the registration form](#) to attend.

ICHCA Australia's Chairman John Warda (CEO at Sugar Terminals Limited) and ICHCA Director Gary Campbell (Director Sustainability and External Relations at NQBP) hope you can join them for this event.



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## APMEN pilot projects signing ceremony

Asia Pacific Model E-port Network (APMEN) pilot project and APMEN Operational Center (AOC) partners signing ceremony was held recently at Shanghai Tower. Mrs Shang Yuying, Chairwoman of Shanghai Municipal Commission of Commerce, and Mr Yang Zhengwei, Deputy Director of Department of International Trade and Economic Affairs delivered keynote speeches. APEC Secretariat and China's and Malaysia's CTI representatives jointly attended the ceremony.



The ceremony presented the overall progress of APMEN pilot projects and AOC's strategic partnership. Shanghai E&P International INC, Xiamen FTZ E-Port Co Ltd and NSW Ports have signed a memorandum of understanding (MOU) on the pilot project of sea freight visibility.

The three parties discussed data exchange formats and interfaces and explored solutions for the inter-connection of E-port systems. NSW Ports Logistics Manager and ICHCA Director Adem Long represented NSW Ports at the ceremony.

*MoU signing: NSW Ports, AOC and Shanghai E&P International INC.*

Director General of APMEN Huang Feng (Simon) will be discussing logistics, trade reform and Port Community Systems at the GSF/ICHCA Conference in Melbourne in May.

## Emissions controls for shipping

Nations should use upcoming International Maritime Organization (IMO) meetings to seek compromise over emissions controls, the International Chamber of Shipping (ICS) says. The Chamber also praised proposals from China and Japan while casting doubt on the efficacy of some of those from EU member states.

ICS chairman Esben Poulsson indicated that the “very high level” of ambition proposed by these EU states – a 70% to 100% cut in emissions before 2050 – was unlikely to achieve consensus support. “While ICS does not fully agree with them in every respect, alternative proposals made by China and Japan merit serious consideration and could form the basis of a possible compromise,” Mr Poulsson said.

“China in particular seems to have made a real effort to move away from its previous opposition to establishing CO<sub>2</sub> reduction goals for the sector’s total emissions. If EU nations want a global agreement, they should acknowledge this by similarly modifying their own positions.”

Mr Poulsson said governments on all sides of the debate were going to need to show far more willingness to compromise on their current positions or endanger a meaningful agreement strategy. “This would greatly undermine the authority of IMO and the future sustainability of the shipping industry,” he said.

“Agreement upon a mid-century objective for the total reduction of CO<sub>2</sub> emissions by the sector, regardless of trade growth, will be vital to discourage unilateral action and to provide the signal needed to stimulate the development of zero CO<sub>2</sub> fuels.”

The ICS suggested that if the IMO were to set an initial objective of cutting the sector’s total CO<sub>2</sub> emissions by, for example, half rather than 70% to 100%, it would still require a major improvement in shipping efficiency. And, with a projected increase in maritime trade, this would still only be possible with the widespread use of zero CO<sub>2</sub> fuels.

“A mid-century objective similar to that proposed by Japan – which might also enjoy support from nations like China if EU nations were willing to compromise – would still provide a compelling signal to the industry,” Mr Poulsson said. “This should also be sufficient to stimulate the development of zero CO<sub>2</sub> fuels leading to a 100% CO<sub>2</sub> reduction in line with the ambitious vision which IMO must agree.”

## Multi-million-dollar insurance claims expected from *Maersk Honam* fire



Photo: Maersk Line

The insurance industry is bracing itself for hundreds of millions of dollars of claims from the biggest container vessel casualty to date – but some shippers will not have been insured.

The 2017-built *Maersk Honam* caught fire on 6 March in the Arabian Sea en-route to the Mediterranean, via Suez, claiming the lives of four seafarers with a further crew member presumed to be lost.

According to the Indian coastguard pictures, hundreds of containers in the fore section of the ULCV would seem to be a total loss, but boxes stowed behind the superstructure and in the aft section appear intact.

Maersk declared general average (GA) on 9 March and appointed Liverpool-based average adjuster Richards Hogg Lindley to collect the necessary GA security. It said it had advised cargo owners, including 2M partner MSC, of its decision to declare GA.

MSC asked its customers to contact their insurance company “so that your cargo can be released without delay”, adding: “We have not received any reliable information regarding the condition of your cargo, but we will be sure to inform you after we are notified”.

However, many of the shippers may not have arranged any marine cargo insurance and will therefore be in for a nasty shock when the average adjusters require a substantial deposit before the release of undamaged containers. The basic concept of GA is that all losses, including salvage, port and transfer costs are shared between surviving cargo.

Meanwhile, for cargo that was insured, marine reinsurance branches will be expecting an avalanche of claims for this latest containership casualty.

Marine insurers typically calculate their average exposure per box at between \$50,000 to \$100,000, but it was reported that amounts lost from the *MOL Comfort*, which broke its back off the coast of Yemen in 2008, were considerably higher, and there have been instances recorded by marine insurers where the value of a single pallet packed in a container has exceeded \$1 million.

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