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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



The combined Global Shippers Forum (GSF) and ICHCA Australia conference was held in 8-11 May at the Melbourne Conference and Exhibition Centre.



*ICHCA Australia Chairman opening the conference*

There was a number of international speakers – from the FMC, WCO, UNCTAD, World Bank, Kalmar, GSF and ICHCA International. There was also an impressive line-up of speakers from Australian organisations. The combination of international and national perspectives gave the delegates great insight into the latest developments and what is happening globally in trade and cargo handling.

The speakers’ bios and presentations can be found [here](#).



*Full house on Day One of the conference*

The conference was a great success with over 300 delegates attending over the two days. In addition to the packed program, social activities provided opportunities for catching up with old colleagues and networking with new ones.

The pre-conference drinks function was held at the historic Melbourne Town Hall, sponsored by the City of Melbourne, and about 50 delegates enjoyed a tour of the Port of Melbourne.

A big thank you to all our sponsors without whom the conference would not have been possible.



## SA road funding welcomed

THE South Australian and federal governments announced joint funding of \$354 million for the construction of a new section of the North-South Corridor – a move that the South Australian Freight Council (SAFC) has welcomed. The corridor runs through Adelaide, and this Regency Road to Pym Street portion is to offer the “greatest benefits to both the freight industry and general public”, according to SAFC.

SAFC Executive Officer Evan Knapp said road freight and warehousing activity is concentrated in Adelaide’s north-west, with easy access to the port and airport precincts. “This project is critical in supporting these industries, which in turn support all economic activity in South Australia,” he said.

Mr Knapp continued, pointing out that the recommitment of the Turnbull Government to the former Abbott Government’s promise to complete the North-South Corridor by 2023 was significant. “If this timeframe is to be met, further project announcements along the corridor will be required in quick succession – and SAFC keenly awaits those progressive funding announcements,” he said.

## Joint SAFC and ICHCA conference in Adelaide in October



The SA Freight Council (SAFC) has collaborated with ICHCA to host a joint conference aimed at exploring and explaining the critical change issues that confront the national, state and local transport and logistics industries, across all four modes – road, rail, sea and air – as they continue to perform their *vital* freight functions for industry.

The conference, to be held on 31 Oct to 1 Nov, is expected to draw solid support from across all transport modes and from all functions along the supply chain – from paddock to plate and from wharf to warehouse, retail facilities and then into homes and businesses. Further information will be available soon.

## End of the BMSM season

The Department of Agriculture and Water Resources (DAWR) ceased its heightened measures for the 2017-2018 Brown Marmorated Stink Bugs (BMSB) risk season for goods shipped from 1 May 2018. However, goods shipped on or before 30 April 2018 and still en route to Australia will be subject to BMSB measures. To manage this, the Department will assess the shipped on board date to determine if BMSB measures are applicable.

Importers are reminded that it is their responsibility to ensure that their goods are imported free of biosecurity risks, such as stink bugs, throughout the year, not just during the period of heightened seasonal measures.

## Burnt pine longicorn beetle vessel inspections

The DAWR has been notified by the New Zealand Ministry for Primary Industries that the burnt pine longicorn beetle (BPL, *Arhopalus fergus*) flight season concluded at midnight (NZST) on 2 May 2018.

Following this advice, the Department will conclude the vessel risk assessments under its annual heightened surveillance regime for BPL for those arriving in Australia from New Zealand prior to 15 May 2018. In addition, timber and timber products imported from New Zealand will no longer be subject to specific import requirements that are applied during the BPL flight season. Vessels and timber and timber products departing New Zealand prior to the end of the flight season will continue to be assessed, and inspected if required, to manage the BPL risk to Australia.

## New biosecurity levy announced

In the recent Federal Budget an additional biosecurity levy was announced which will be introduced on 1 July 2019. The levy, which is applicable on all incoming sea containers, will be set at \$10.02 per 20-foot container (or equivalent) and non-containerised cargo will incur a level of \$1 per tonne.



The funding will contribute to onshore surveillance, diagnostics, data analytics, research and adoption of new technology to help detect, identify and respond to exotic pests and diseases earlier and ensure that people and goods can enter into Australia safely and more efficiently.

First Assistant Secretary from the DAWR Matthew Koval (shown here at the GSF/ICHCA Conference) elaborated on the how and why of the levy in response to questions from industry stakeholders.

## Changes at the top at the Port of Newcastle

Port of Newcastle CEO Geoff Crowe has announced his resignation, effective at the end of June 2018. Mr Crowe said that Newcastle is not only an iconic port that delivers huge economic value to the region and state as a trade gateway, it is also a valued asset for industry and the community.

“We have a terrific team, and I am very proud of the contribution that we have made in the last three years for the Port and our region,” he said. Craig Carmody will take over the reins on 1 August. Craig has previously worked for towage company Svitzer and as a senior government adviser in transport and infrastructure.

## ICHCA SA special event

ICHCA SA is holding an industry luncheon in Adelaide on **Wednesday 27th June 2018**. The speaker is Vincent Tremaine, Chairman Business SA, and ex-CEO of Flinders Ports Holdings. Vincent will be speaking about *Business in SA – the Charter for Prosperity*.

Please go to [this link to the registration](#) form to attend.

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## John Lines joins Containerchain board

Former ANL Managing Director John Lines has joined the Containerchain Advisory Board as Chairman. Mr Lines stepped down from his role with ANL earlier in the year. Containerchain CEO and founder Tony Paldano said Mr Lines was an excellent fit.

"I've known John for many years and there are few in the industry as respected as he is – both here in Australia and internationally," Mr Paldano said. Mr Lines said the industry faced a pivotal moment as it grappled with "the greatest disruption since the invention of the shipping container".

## Familiar face returns as MD at Svitzer

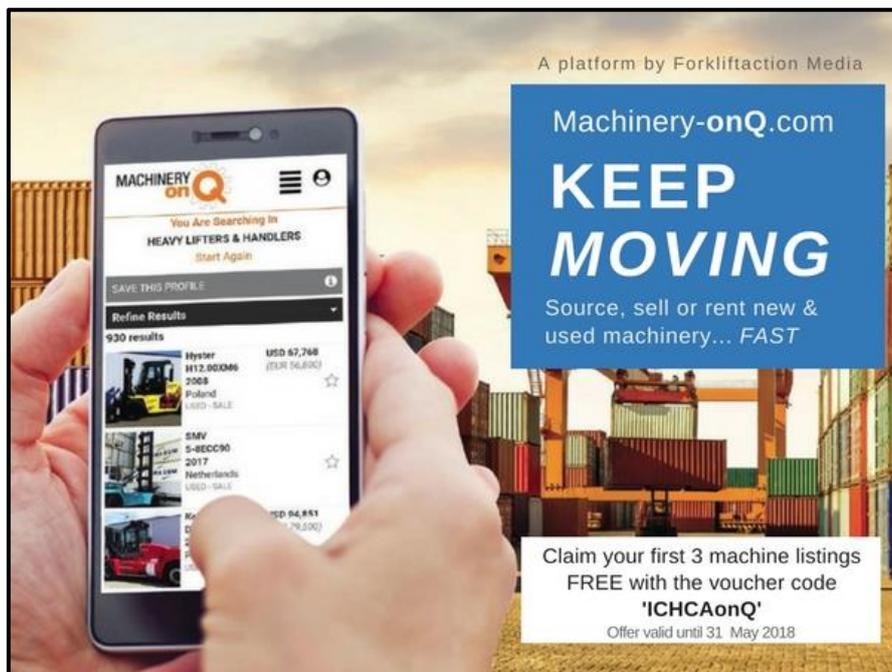
Svitzer Australia is seeing a changing of the guard with Nicolaj Noes taking over as Managing Director from Steffen Risager, who will return to Denmark with his family. Mr Noes takes on his new role on 9 July, bringing a working knowledge of the Australian containerised shipping industry and global experience.

Mr Noes joined the Maersk Group in 1991 and has served in various roles in Australia, the UK, the US, Singapore and China, ascending to Managing Director for Maersk Line in Australia in 2010. During his time as Managing Director, Mr Noes served as a director of Shipping Australia and also on the NSW Government's Freight Advisory Council.

## Adelaide shipping channel dredging to go ahead

The South Australian Government has approved a plan to widen the Port Adelaide shipping channel and dump the dredged waste in Gulf St Vincent. The controversial Flinders Ports plan involves removing 1.5 million cubic metres of material from the Outer Harbor shipping channel before being disposed of 30 kilometres offshore.

Planning Minister Stephan Knoll said he was "extremely comfortable" that the project was environmentally safe. "Ships are being built larger and larger and there's a real risk that if we don't widen our channels that we will not be able to accept larger cruise ships and larger export ships," Mr Knoll said. The plan was met with resistance from fishers and environmental groups, who said it would harm surrounding marine life.



## Port Botany freight rail line duplication funded

Completing the duplication of the Port Botany freight rail Line between Port Botany and Mascot is an essential requirement to meet the growing freight demands of Sydney and to help increase the rail transport of containers to and from Port Botany. Every one million TEU moved by rail reduces the number of trucks on the roads around Port Botany by more than 900 each day. The duplication of the freight rail line will increase reliability for rail operators now and create long-term capacity. The duplication, which will facilitate rail freight, will also support existing and planned intermodal terminals.

NSW Ports CEO Marika Calfas said, “About 440,000 TEU each year travel by rail to and from Port Botany and this volume is growing. Completing the duplication of the Port Botany freight line will ensure reliability of freight rail access to Port Botany and resilience in the event of disruption on the single track.

“We have a target to move 3 million TEU by rail in the long term. The duplication of the freight line is essential to achieve this objective and will benefit Sydney with reduced volumes of trucks on roads around the Port.

“Today’s announcement by the Federal and NSW State Governments is good news for all Sydneysiders as we all rely on containerised freight for our everyday needs. More than 42% of items inside Sydney’s houses have entered the country via a container at Port Botany.

“NSW Ports thanks the Federal and NSW State Government for their ongoing commitment to improving the efficiency of port supply chains which supports the residents and businesses of NSW.”

## Port of Fremantle stevedoring lease renewal

Fremantle Ports is going to the market to re-lease its two container terminals on North Quay as the current leases, held by DP World Australia and Patrick, expire in June next year. Western Australian Transport Minister Rita Saffioti said the opportunity was being offered in an open market expression of interest process, which would allow the government flexibility to implement future Westport recommendations.

The intention is to grant new seven-year leases with options for extensions for two further periods of up to seven years, at the discretion of Fremantle Ports and dependant on the outcome of the *Westport: Port and Environs Strategy*. “As part of the process, we will be looking for proposals that will improve the efficiency of land transport movements of containers to and from the Port that will benefit the community,” she said. “We have already achieved some success in increasing the percentage of freight on rail to Fremantle Port, and will continue to drive to achieve more.”

The Westport strategy was announced in September and aims to outline a long-range vision for the planning and development of the Inner Harbour at Fremantle and the future Outer Harbour at Kwinana.

## NSW Ports introduces environmental incentive

An environmental incentive will be introduced by NSW Ports to apply to vessel-related charges at Port Botany and Port Kembla. NSW Ports is the first Australian port organisation to introduce such an incentive. The details of this program will be developed in consultation with relevant shipping lines, with 1 January 2019 as the planned implementation date.

The incentive is consistent with international approaches; similar incentives exist at 53 ports globally, including the Port of Rotterdam, Netherlands; the Port of Los Angeles, USA; and the Port of New York and New Jersey, USA. NSW Ports CEO Marika Calfas said, “NSW Ports has introduced the incentive to reward companies that use vessels with better air emissions performance.

“We are passionate about environmental issues and wanted to take a lead in Australia to help encourage change through an incentive to encourage shipping lines to improve their emissions”.

The environmental incentive will be applied to vessels that perform better in reducing their emissions than the levels required by current emission standards of the International Maritime Organisation (IMO).

## Changes at AMSA

THE Australian Maritime Safety Authority (AMSA) is changing the way it works, with the National Maritime System becoming its one point of contact from 1 July 2018. The Authority will move to a “full national service delivery model” which is intended to make it easier for operators, crew architects, surveyors, and others involved in Australian seafaring to maintain safe vessel and operating practices.

In addition, the new regime means that there will be one set of fees and one set of safety rules throughout Australia. Through the new National Maritime System, owners of commercial vessels operating in Australia will be required to report incidents directly to AMSA. Also, there will be a simplified vessel survey regime with greater flexibility and alignment to vessel maintenance.

For a full run-down on the impending changes, see AMSA’s [website](#).

## National Freight and Supply Chain Priorities – Final Report

At the recent meeting of the Transport and Infrastructure Council (TIC) in Darwin, the Federal Government released the Final Report of the *Inquiry Into National Freight and Supply Chain Priorities*. Among the most prominent actions identified as priorities for the Federal Government are the following:

- boost the data-gathering capacity of the Department of Infrastructure, Regional Development and Cities

- establish collaborative electronic platforms across all freight modes to streamline the exchange and comparison of performance data
- fund the Australian Bureau of Statistics to establish transport satellite account to report the value of freight transport to the economy.

The TIC has agreed that the National Freight and Supply Chain Strategy itself will not be released until early 2019. The report is now available [here](#).

## Award for NSW Ports CEO



*NSW Ports CEO Marika Calfas speaking at the GSF/ICHCA Conference*

NSW Ports Chief Executive Marika Calfas received a special recognition at the recent National Infrastructure Awards in Melbourne, run by Infrastructure Partnerships Australia (IPA).

Ms Calfas won the Women's Achievement in Infrastructure Award, recognising a female in the sector who has consistently made a significant contribution to the development, construction or procurement of infrastructure and services.

IPA chief executive Adrian Dwyer said every year the award attracted impressive nominees who were making significant contributions. "It was hard to go past the impact that Marika has made to infrastructure reform and the industry more broadly," Mr Dwyer said.

Mr Dwyer said Ms Calfas had developed an outstanding reputation across both the public and private sectors for her innovative thinking, professionalism and dedication. "The national infrastructure sector congratulates Marika on being the recipient of the Women's Achievement in Infrastructure Award, and thanks her for continued leadership and the model she sets for everyone in the industry," Mr Dwyer said.

Ms Calfas is a Board member of Ports Australia, the Australian Logistics Council and PIANC Australia (the World Association for Waterborne Transport Infrastructure) and is also a member of the IPA National Advisory Board.

## Infrastructure Australia is looking for a new CEO

Infrastructure Australia Chief Executive Philip Davies has decided not to renew his contract and will be departing the organisation at the end of August. Under Philip's stewardship Infrastructure Australia has become a trusted advisor to governments, industry and business leaders around the country, with a strong policy voice and widely recognised mandate to lead reform.

Philip has made an indelible mark on infrastructure policy as the CEO who delivered the inaugural *Australian Infrastructure Audit* and the *Australian Infrastructure Plan*. These documents have set the standard for infrastructure planning and analysis. He has also been a leading voice for infrastructure reform who has lifted the standard of debate on this critical subject.

Recruitment for a new Chief Executive for Infrastructure Australia has begun.

## Port of Melbourne publishes 2018-2019 tariffs

The Port of Melbourne (PoM) has released its 2018-19 Reference Tariff Schedule (RTS), following its submission to the Essential Services Commission of Victoria. The RTS outlines the tariffs for Prescribed Services that will apply from 1 July 2018.

Prescribed Services are defined under section 49 of the *Port Management Act 1995 (Vic)* and include channel services, berthing services, short-term storage and cargo marshalling facility services and other services that allow access or use of certain port infrastructure.

PoM has determined its 2018-19 tariffs in accordance with the *Pricing Order* (made under *the Act*, effective from 1 July 2016), which gives details of the basis for the tariff amounts. Tariffs for full outbound container wharfage services will decrease by 2.5 per cent from their 2017-18 level, marking the third consecutive year of reductions. All other tariffs will increase by the Tariffs Adjustment Limit (TAL) of 1.9 per cent, being the annual change in the Consumer Price Index to March.

A copy of the 2018-19 RTS is available on the [PoM's website](#).

## New harbourmaster for Portland

Jason Sweetman will take over the role of harbourmaster/marine manager at Portland from 30 June 2018. David Shennan has been in this role for the past five years.

Mr Sweetman began his maritime career as a deck cadet with BHP Transport in 1993 and now holds a Master Class 1 unlimited ticket. He has a Master's Degree in Business Administration – Logistics and Maritime Management and a Bachelor of Applied Science (Nautical Science). He spent 15 years in vessel chartering and operations, working for companies in Australia and London as a freight forwarder. Most recently he has been a marine teacher in Cairns.

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