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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. 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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Brisbane Long Lunch postponed

The ICHCA Australia Brisbane Long Lunch was rescheduled to 25 September due to the COVID-19 outbreak. However, due to the inability of many interstate and overseas guests to travel to Brisbane in the near future it is being rescheduled again. We will keep you informed on when it will be possible to hold the event, which may not be until next year. The venue is tentatively reserved for 5th March 2021. ICHCA is committed to hosting this event and we thank you for your ongoing understanding and support.

Infrastructure Australia updates Priority List

Infrastructure Australia (IA) has released an updated edition of the *2020 Infrastructure Priority List*, presenting 155 infrastructure proposals of national significance. IA CEO Romilly Madew said the *Priority List* had been updated to cast a spotlight on a number of new proposals and to showcase the extended pipeline of investment, now worth more than \$64 billion. Ms Madew said:

Australia is planning its recovery from a rolling series of crises: drought, flood, the bushfires and now COVID-19. As we look forward, the focus is on delivery and, as the nation's infrastructure advisory body, we are continuing to improve our ability to move quickly to identify investments that will improve productivity - this is about expanding the pipeline, keeping the economy growing, helping to create jobs and attract investment. The *Priority List* is a critical tool in recovery, as it directs investment to the infrastructure projects that will kick-start economic growth and have the greatest returns for all Australians.

This is the first time we have formally released the *Priority List* mid-year. By doing so, we want to highlight the most recent priority proposals at a time when our infrastructure investment needs to progress quickly, without jeopardising the quality of those investments.

When compiling the February 2020 *Priority List*, Infrastructure Australia received a record number of submissions and continued to assess a number of the submissions that had merit but still required further information. The updated *Priority List* includes five new projects, two new high-priority Initiatives and five new priority initiatives, all added since February this year. Since the beginning of the dual health and economic crisis, Infrastructure Australia's advice has been to focus on a staged infrastructure recovery response, first by protecting and maintaining the existing pipeline of projects, then moving to mobilise new projects small and large, with industry reform also to be considered as part of long-term recovery.

The updated list can be found here: https://www.infrastructureaustralia.gov.au/sites/default/files/2020-08/FINAL%20Mid-year%202020%20IPL_high_res.pdf

National Freight Data Hub discussion paper released

An *Options Discussion Paper* for the National Freight Data Hub has recently been released by the Department of Infrastructure, Transport and Regional Development. The development of the prototype Hub website, and the implementation roadmap and business case are progressing, and are on track for completion by the end of the year. The *Options Discussion Paper* reflects the feedback gathered from consultations and submissions to date, consolidates their findings, and considers the elements needed for implementation. It sets out a spectrum of design elements for the Hub across data, technology, governance, funding and regulation for feedback.

The Hub will increase the evidence base for investing in infrastructure where it's needed and making better operational decisions. To that end, the Department looks forward to receiving input to ensure the design meets users' needs to generate those efficiency and performance improvements.

The *Options Discussion Paper* can be downloaded from the IA website,
<https://www.infrastructure.gov.au/transport/freight/national-freight-data-hub/index.aspx>

Submissions are welcomed until 5 pm on Friday 11 September 2020 via this email:
FreightDataHub@infrastructure.gov.au

Safeguarding Australia from seedy biosecurity risks

All Australians are being reminded to be biosecurity aware after cases of unsolicited seed packets have been received through the mail. Head of Biosecurity Operations Emily Canning said imported seeds must adhere to strict biosecurity conditions that help manage pest and disease risks. The department is aware of the cases overseas and we have had a small number of reports in Australia that are under investigation. Ms Canning said:

It is an important reminder that we all need to do our part to safeguard Australia from biosecurity pests and diseases. This includes reporting potential biosecurity breaches and following the correct process if you are purchasing seeds from overseas. If you do receive seeds in the mail that you did not purchase, do not plant the seeds or put them in the garbage. Secure the seeds and immediately report it to the department. Imported seeds that do not meet biosecurity conditions can threaten our environment, agricultural industries and even backyard gardens. They could also be carrying invasive species or harmful plant diseases.

This is why we have strict conditions for the import of seeds, to help manage these serious biosecurity threats. At our international mail centres, detector dogs, x-rays and biosecurity officers are also in place to intercept any potential risk items that arrive. We do regularly intercept seed packets from overseas that are misdeclared as jewelry, gifts, earrings and garden tools. These items are either exported back to the sender or destroyed, to ensure they do not harm Australia's agriculture or environment. We all have a role to play to support our biosecurity. Be biosecurity aware, report any breaches and help keep Australia free of pests and diseases.

To report a potential biosecurity breach, go to: awe.gov.au/report or phone 1800 798 636.

Sugar Terminals Limited appoints a new CEO

Sugar Terminals Limited (STL) has appointed David Quinn to assume the role of Chief Executive Officer (CEO) in October 2020, following the retirement of current CEO John Warda. Mr Quinn is a highly regarded executive with more than 25 years of experience in private and public-sector organisations. His experience extends across major infrastructure, transport and logistics, manufacturing, mining, oil and gas, and primarily in executive management roles across Australia and internationally

Mr Quinn holds a Bachelor of Economics from the University of Queensland and Bachelor of Laws with Honours from the University of Melbourne. Mr Quinn's appointment this month ensures an adequate handover period, with outgoing CEO John Warda retiring from the role in October following the STL Annual General Meeting. STL Chairman Mark Gray acknowledged the important work managed by Mr Warda during his three and a half years as STL's CEO:

John has overseen a period of rapid change for the company and built an effective team. Together, John and his team have implemented a new business model and delivered reliable returns to shareholders and consistently high levels of service to customers. My fellow Directors and I commend John for his service and wish him well for the future.

Mr Warda will continue in his role as chairman of ICHCA Australia and deputy chair of ICHCA International and is looking to take on non-executive director roles after taking a short break.

WA Government releases Westport's latest report

The Western Australian Government recently released Westport's latest report and announced Kwinana as the preferred location for Perth's future port. The government endorsed the independent Westport Taskforce's recommended location and design for a future container port at Kwinana, to meet Western Australia's long-term freight needs and remove container trucks from Perth's suburbs. The final report has recommended a land-backed port be built within the Kwinana industrial area, connected by an uninterrupted freight corridor via Anketell Road and Tonkin Highway.

Work will now proceed to determine the timetable of transitioning freight from Fremantle Port to Kwinana. The transition will occur either in one step, by 2032, or over a phased period that will see both ports share the freight task for around a further 15 years. The Westport Taskforce has found that a Kwinana container port will need to be operational by around 2032, meaning planning for a future container port must get underway now.

The recommended container port at Kwinana would include upgrading Anketell Road into a freight route that will connect the port directly to Tonkin Highway and the logistics precincts in the outer Perth metropolitan area. It will also be supported by an enhanced rail network and new intermodal terminals.

The final recommendations were based on the outcomes of two detailed multi-criteria analyses (MCAs): a rapid cost-benefit analysis and a strategic risk analysis. Priorities such as the marine and terrestrial environment, commercial and economic costs and benefits, social impacts, heritage, and land use were heavily weighted by the Westport Taskforce.

The final report is available at:

https://www.transport.wa.gov.au/mediaFiles/marine/PROJ_P_Westport_Future_Port_Recommendations_Stage_2_Report_May_2020.pdf



The advertisement features three workers in safety gear (hard hats and high-visibility jackets) standing in front of a blue forklift. To their right is a tablet displaying the Forklift Action website. The website layout includes a header with the logo and navigation menu, a main content area with articles like 'First Tip for Forklift Battery Maintenance' and 'How fleet telematics improves forklift operations', and a sidebar with 'INSIDE FORKLIFT ACTION' and 'GENERAL NEWS'. At the bottom left is the '20 YEARS FORKLIFT ACTION powering growth' logo, and at the bottom right is a blue button that says 'subscribe free'.

Healthy Heads in Truck & Sheds launch

Representatives from Australian road transport and logistics industries recently joined forces to launch the first single national industry-wide approach to tackling mental health and wellbeing. The 'Healthy Heads in Trucks & Sheds Foundation' is an initiative between road transport, warehousing and logistics operators to support drivers and logistics workers with issues relating to mental health and physical wellbeing. Woolworths Group, Coles, Linfox, Toll, Qube and Ron Finemore Transport have all combined as corporate partners of the Foundation with support from the National Heavy Vehicle Regulator (NHVR) and the Federal Government.

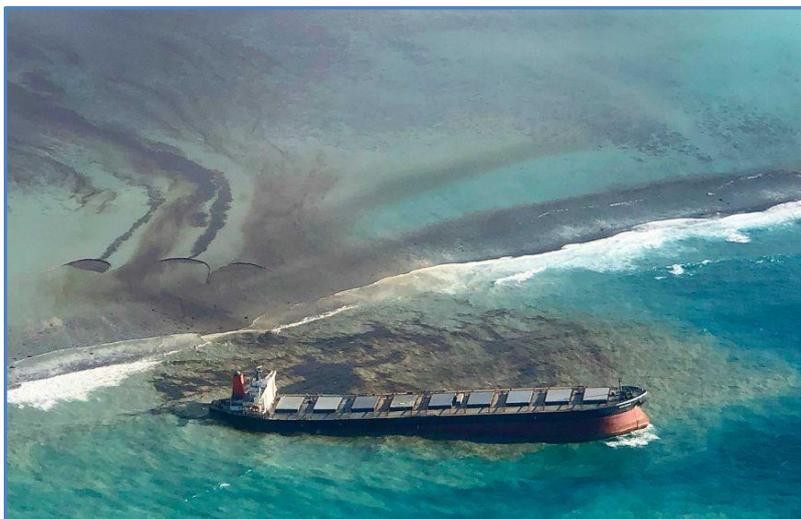
Mental health and wellbeing are major issues in the Australian road transport and logistics sector with one in two transport workers having experienced mental health issues, as reported by leading mental health organisation SuperFriend.

The Foundation is built on three key pillars: increasing the number of people trained in mental health at road transport facilities nationally; standardising policies and processes across transport and logistics industries to destress the environment for drivers; and focusing on individual mental health and improved wellness through education and resources. The Foundation relies on its partnerships, industry sponsorship and government funding to carry out its objectives. In the future, the Foundation aspires to be the overarching umbrella body for the road transport and logistics industry for mental health and wellbeing.

For more information, go to: <https://www.healthyheads.org.au/>

The shady world of international shipping exposed

The following article was recently featured in the DCN/Daily Cargo News.



An environmental disaster has been unfolding on the idyllic Indian Ocean island of Mauritius, caused by negligence on board the *mv Wakashio*.

The empty bulk carrier ran aground on a reef on the south-east coast of Mauritius on July 25th and has since leaked more than 1 million litres of fuel oil.

The mv Wakashio struck a coral reef (AP: Eric Villars)

The ship eventually broke into two sections and the forward section (which does not contain any pollutants or cargo) has been towed out to sea, scuttled, and is resting on the ocean floor in 2000-metre-deep water. The rear section remains firmly stuck on the reef and will require months to remove the wreck.

The empty ship was underway from China to Brazil. The vessel is chartered by Mitsui OSK Lines, a Japanese company, owned and operated by the privately owned Nagashiki Shipping, and crewed by 20 seafarers of Indian, Sri Lankan and Filipino nationality. The ship is registered in Panama, a so-called flag of convenience country, where regulations covering the running and maintenance of ships flying the Panamanian flag are some of the most lax in the world. Furthermore, Panamanian legislation offers ship owners generous tax concessions.

A vessel operating arrangement as described above is not uncommon in the world of international shipping and makes prosecution of those responsible for the accidents as well as compensation for the damage caused, very difficult. In this instance, initial blame has been laid on the ship's captain who allegedly directed the ship to sail closer to the shore to be in Wi-Fi range to enable the crew to make contact with their loved ones. It is also alleged that a birthday party on board added to the lack of attention with respect to where the ship was heading. The captain and the chief officer have been arrested and jailed, charged with endangering safe navigation under the Mauritian piracy and maritime violence act.

According to the authorities, the National Coast Guard radar operators first spotted *the Wakashio* when it was 11.5 nautical miles offshore and tried to contact the ship but without success. The ship then ran aground by sailing headfirst onto the reef. After a few days, inclement weather caused the ship to swing around and the fuel oil tanks at the stern of the vessel came into contact with the reef tearing a gash in the ship's hull and spilling its contents.

Mauritius' economy is heavily reliant on international tourism and was already hurting because of the COVID 19 outbreak has caused the country to close its borders to international travellers. It had just begun to promote domestic tourism; however, the oil-soaked beaches have put a halt to this. The south-east coast where the oil spill happened is near the internationally recognised Blue Bay Marine Park, famous for snorkelling, kite surfing, sailing, and sea flora and fauna. The image below was taken from a drone and shows clean-up crews collecting the spilt oil.



Reuben Pillay/REUBSVISION.MU, Virtual Tour of Mauritius/via REUTERS

The issues arising from these types of vessel operating arrangements in international shipping have recently also been in the spotlight in Australia recently. Several ships have been held up in Australian ports due to alleged labour violations related to demands from seafarers to be sent home because they have been on board for more than 14 months. The Australian Maritime Safety Authority (AMSA) has detained these ships until these issues have been sorted out. One of these ships, the *m/v Unison Jasper*, which was bringing alumina from Gladstone to the Tomago aluminium smelter in Newcastle. The violation "relates to the failure to ensure seafarers' employment and social rights under Article IV of the Maritime Labour Convention, including payment of wages, crew repatriation and provision of fresh food," AMSA said in a statement.

The *Unison Jasper* is chartered to Danish shipping services company Lauritzen Bulkers A/S, which sublet the ship to a third party. The ship is owned by Emerald Shipping (HK) Co. Ltd., registered in Hong Kong, operated by Unison Marine Group and chartered by Pacific Basin, according to AMSA. The ship has Chinese officers and Myanmar crew, some of which have been on board for 14 months (three months in excess of the maximum period as stipulated by AMSA). This is another example of multiple layers of ownership

making it difficult for authorities to prosecute the responsible party. According to AMSA the ship will be detained until it can adequately address the violations.

The International Maritime Organization (IMO) and its 174 member states is supposed to counteract the trend of ships registering under a flag of convenience, or open, registry. However, without much success. When the IMO was established in 1958 only 13 per cent of ships were flagged under open registries, but that figure has grown to approximately 75 per cent today. Shipowners argue that to remain competitive in a global market they have to adopt these types of arrangements.

The coronavirus pandemic has disrupted the shipping industry's normal practices for regular crew changes, which has raised costs and created logistical barriers that have made difficult conditions even worse for vulnerable seafarers. An estimated 250,000 seafarers across the world are currently working beyond their contract date. Could this have contributed to the captain of the *Wakashio* wanting to sail closer to shore so the crew could contact their families which they had not seen for a long time? A proper investigation will bring out the truth, but many shipping experts predict that fatigue due to the inability to repatriate tired crew during the time of the pandemic, is likely to result in similar accidents.

Peter van Duyn

Dandenong South rail link finally given the go-ahead

The Victorian and Australian Governments have invested \$28 million in establishing a direct rail freight link between the Port of Melbourne and Dandenong South. A new track connecting the main rail line with Dandenong South-based Salta Properties freight hub will help to reduce congestion in Melbourne's growing south-east region.

The upgrade will connect to the Port of Melbourne's \$125 million on-dock rail project, allowing shuttles to run from Dandenong South directly into the port. The Australian Government has invested \$18.3 million in the project, and the Victorian Government is investing \$9.7 million. The work is being delivered by the Level Crossing Removal Project as part of the \$1 billion Cranbourne Line Upgrade.

The new connection is the next step in delivering the Port Rail Shuttle Network, which aims to remove congestion around the Port of Melbourne, cutting transport costs for freight by as much as 10 per cent and reducing truck trips on the suburban Melbourne roads by up to 100,000 annually. The improved rail connection will further unlock private sector co-investment, with Salta Properties to construct the freight terminal and build on the strengths of south-east Melbourne as a freight and logistics hub. The new spur line will connect the intermodal freight terminal at Dandenong South to the Cranbourne Line.

Updates from the Department of Agriculture, Water and the Environment

Inspector-General of Biosecurity review

ICHCA Australia, which is a member of the Department and Industry Cargo Consultative Committee (DCCC), recently provided comments on the review of Australia's biosecurity arrangements being conducted by Inspector-General Biosecurity Mr Rob Delane. The review assessed the adequacy of the department's operational model to effectively mitigate biosecurity risks pre-border and at-border within evolving risk and business environments.

The review is open for comment until 4 September. You can comment here:

<https://haveyoursay.awe.gov.au/adequacy-of-the-departments-biosecurity-functions-external>

Australian Biosecurity Awards

Nominations for round 2 of the 2020 Australian Biosecurity Awards (ABA) are now open. This round has four new award categories that are open for nominations:

- Environmental Biosecurity Award
- Community Award
- Education Award
- Dr Kim Ritman Award for Science and Innovation.

Nominations close 2 October 2020. Round 1 of the 2020 ABAs were presented in March.

Khapra beetle

The global spread of khapra beetle is increasing and it is being detected on a wide range of plant products and as a hitchhiker pest on containers, and coming from places where khapra is not known to occur.

Khapra beetle is a significant threat to Australian plant industries, including the grain export industry. Khapra beetle destroys grain quality making it unfit for human or animal consumption. Stored products also become contaminated with beetles, cast skins and hairs from larvae, which can be a human health risk.

If khapra beetle enters Australia it would have significant economic consequences. An outbreak could cost Australia \$15.5 billion over 20 years through revenue losses arising from damaged grain in storage and exports. Australia currently has biosecurity requirements for many products that could be infested with khapra beetle. However, the department believes that the biosecurity requirements need to be expanded and strengthened to prevent a khapra beetle incursion.

The department has now strengthened the inspection requirements for importation of certain goods from a number of countries. For more information go to:

https://www.agriculture.gov.au/import/arrival/pests/khapra_beetle

Brown Marmorated Stink Bug (BMSB)

The 2020-21 BMSB season will be in effect for goods shipped from September 1, 2020 that arrive in Australian territory prior 31 May 2021 (inclusive). In order to avoid the confusion that occurred (in some cases) at the end of the 19/20 season, it is important to note that **goods must be treated if exported between 1 September 2020 and 30 April 2021 inclusive**. In general, the measures remain consistent with the 2019-2020 BMSB season, other than the addition of Kazakhstan, Portugal, Ukraine and Moldova to the target risk countries list. It should be noted that it is the preference of the Department for BMSB affected goods to be treated offshore.

ICHCA Australia is a member of the DCCC and if you would like more information please contact Peter van Duyn. The next meeting will be held in October. For the latest information on COVID-19, and other issues please visit the Department's website: <https://www.agriculture.gov.au/biosecurity>

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Our contact with you

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