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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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Merger of two industry bodies

On July 1, the merger of two well-known, long-standing, and respected trade bodies, the Australian Federation of International Forwarders and the Customs Brokers and Forwarders Council of Australia became a reality. The International Forwarders and Customs Brokers Association of Australia (IFCBAA) commenced operation on that date. The IFCBAA will continue to operate as a not-for-profit organisation for the benefit of members, offering a wider range of services and products, with greater economies of scale.

IA is calling for submissions for 2021 Infrastructure Priority List

The Infrastructure Australia (IA) Priority List is a 'live' document, meaning it is regularly updated on the IA website and is open to submissions at any time. However, to be included in the upcoming 2021 publication, submissions must be received by 31 August 2020. The Infrastructure Priority List provides evidence-based advice to support an informed discussion about Australia's spending priorities.

IA is looking for submissions from government and non-government bodies on nationally significant infrastructure problems and opportunities for consideration. Submissions are welcome in all infrastructure sectors: energy, water, transport, telecommunications and social infrastructure, and should target issues affecting quality of life, productivity and/or the environment. IA particularly welcomes submissions that respond to the national initiatives added to the Priority List in 2020, such as ensuring towns and cities have safe and secure water supplies or developing a national strategy for water.

For more information about making a submission, please refer to the [Infrastructure Australia Assessment Framework](#). The Framework provides detailed guidance on each submission stage and step-by-step advice about preparing a submission.

Ministerial reshuffle in South Australia

Due to the recent resignation of three South Australian ministers, including Transport and Infrastructure Minister Stephan Knoll, the Premier Steven Marshall has appointed Corey Wingard to the portfolio.

SA Freight Council (SAFC) Executive Officer Evan Knapp said the ministerial appointments made by Premier Marshall meant the freight industry was well represented in Cabinet. "SAFC looks forward to working with incoming Minister Corey Wingard MP on transport, logistics and infrastructure-related issues," Mr Knapp said. "We note he will already have a background with some of these issues through his former police and road safety portfolios." Mr Knapp also welcomed Stephen Patterson's appointment to the Trade and Investment portfolio. "We look forward to working with both new ministers in their new portfolios, as well as Attorney General Vicky Chapman MP in her new planning ministry," he said.

Empty container transport and storage review in Port Botany

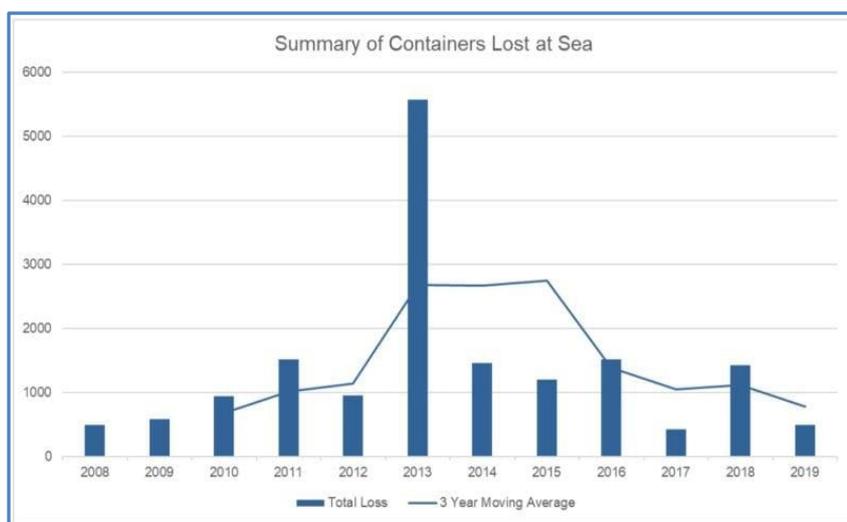
Empty containers make up the majority of export containers from Port Botany. Current inefficiencies in the NSW empty container supply chain result in an additional cost to the supply chain of an estimated \$49 million per year. Transport for NSW has collaborated with industry to deliver a comprehensive study into issues affecting the supply chain, which include empty container redirections as a consequence of empty container park (ECP) capacity constraints; redirections given without minimum notice periods; and inconsistencies in the use of electronic data Interchanges by shipping lines which add unnecessary cost and complexity to operations.

The study identified key actions to improve the efficiency of the empty container supply chain, including technology upgrades, improved data sharing, increasing ECP capacity and the greater utilisation of rail.

From July 2020, Transport for NSW will set up a temporary Empty Container Working Group consisting of industry representatives to facilitate the implementation of measures to address recommendations from the study. The Working Group will scope targeted trials of new equipment or systems which could reduce pressure on empty container port operators. The report can be found [here](#).

Containers lost at sea declining

The global container shipping industry continues to see a declining trend in the number of containers lost at sea each year. The World Shipping Council (WSC) recently released an update of its survey that provides the industry with its best estimate on the number of containers lost at sea. WSC undertook the first survey of its member companies in 2011, with updates published in 2014, 2017 and 2020. Upon review of the results of the twelve-year period (2008-2019) surveyed, the WSC estimates that there were on average a total of 1,382 containers lost at sea each year.



Graph courtesy World Shipping Council

The conclusion after twelve years is that more than half of all containers lost at sea can be attributed to a limited number of major incidents, such as the losses of the *MOL Comfort* (4,293 containers lost), *m/v Rena* (~900 containers lost) and *SS El Faro* (517 containers lost).

For the 3-year period ending in 2019, the average number of containers lost annually fell to 779, mainly due to fewer major incidents.

According to the WSC, the number of containers lost overboard represent less than one-thousandth of 1 percent of the roughly 226 million containers, carrying \$4 trillion worth of cargo, transported by ships in 2019. However, the industry still recognises that all containers lost at sea represent safety and environmental hazards regardless of how and when those containers were lost.

In each of the surveys conducted in 2011, 2014, 2017 and 2020, the WSC member companies were asked to report the number of containers lost overboard for the preceding three years. For the 2020 report, all WSC member companies responded and together they represent 80 per cent of the total global vessel container capacity deployed at the time of the survey.

The WSC's updated *Containers Lost at Sea Report – 2020* can [be found here](#).

ACFS adds 16 Kalmar trucks

ACFS Port Logistics has placed an order for 10 Kalmar Eco reachstackers, five empty container handlers and one medium forklift. The value of the order, which includes a "full-scope Kalmar Care service contract" for four years, has not been disclosed.

ACFS claims to be the fastest-growing privately owned logistics company in Australia, moving over 1.2 million TEUs annually. ACFS has a presence in all capital cities across Australia, including facilities that serve ports, empty depots and warehouses. The machines will be operating at an intermodal rail facility, an



empty container park and a distribution depot in Melbourne, Sydney and Brisbane and will take the ACFS total fleet size to 44 machines across Australia.

"Kalmar's local presence and the quality of their services were key to us for placing this significant order," says Akshay Hingorani, general manager, strategy & developments at ACFS. "As we are running a 24-hour business, service and parts support is vital to keep our operation going."

Source: Forkliftaction (www.forkliftaction.com)

Mr Hingorani added, "A full-scope service contract will also help us improve our operational predictability, (reducing) operational risk and equipment downtime. We were also impressed by Kalmar's eco-efficient reachstacker technology, which can reduce fuel consumption by up to 40% compared to older machines."

Visy acquires glass manufacturer Owen Illinois

Visy Executive Chairman Anthony Pratt announced recently that Visy had entered into a definitive agreement to acquire the Australian and New Zealand glass manufacturing business of Owens Illinois (O-I) in a deal worth almost A\$1 billion. The deal, which is expected to be completed by the end of July, is one of the biggest manufacturing acquisitions by an Australian owned business in Australian business history.

Mr Pratt said, "Manufacturing has never been more important to Australia's future." Visy, which is owned by Anthony Pratt and his two sisters, Heloise Waislitz and Fiona Geminder, is already one of the world's largest privately-owned recycling and packaging companies. Post-acquisition, Visy would employ 7,200 people in manufacturing jobs. "And importantly we will bring Visy's sustainability culture to O-I, aiming to increase recycled content of glass bottles from one third to two thirds," said Mr Pratt.

The addition of glass manufacturing to Visy's portfolio is in line with the company's long-term strategy of creating local manufacturing job opportunities and supporting local communities. O-I is the largest manufacturer of glass bottles and containers in Australia-New Zealand with factories in Sydney, Melbourne, Brisbane, Adelaide and Auckland. Visy is one of Australia's highest volume shippers of exported and imported containerised goods.

Forkliftaction celebrates 20 years

Members of the materials handling community have congratulated Forkliftaction on the 20th anniversary of the only global news service and business platform dedicated to the sector. To mark the milestone on 7 July 2020, the materials handling website has published a range of commemorative content, from a news story and feature report to a special testimonial article, all highlighting respect amongst the materials handling community for the global platform.

The loyalty of Forkliftaction members and industry professionals has played a significant role in the longevity of the industry website. This loyalty has been reflected in the many notes of congratulations that have been received by the Forkliftaction team in honour of the anniversary. CEO Ann Hofmans says, "We continue to receive so many encouraging and generous messages from Forkliftaction readers, forum users and contributors, and long-term advertisers, all explaining the ways in which Forkliftaction has helped them over the years find useful information, develop business leads and reach out and connect with professionals all over the world. When we launched Forkliftaction in 2000, it was these types of benefits that we hoped to offer our members. It is so gratifying to read this feedback and we thank everyone who has written in - it keeps us going."

The Forkliftaction website connects more than 73,000 materials handling professionals to independent news and business resources such as discussion forums, online machine sales, business directory, job alerts, safety blogs and industry events. Online subscription continues to be free.

ICHCA Australia, a long-time supporter of Forkliftaction, congratulates the company on reaching this significant milestone.



Shipping losses continue downward trend in 2019

Asian waters accounted for a third of the shipping industry’s total losses at sea globally last year, even as shipping losses continued their declining trend, says marine specialty insurer Allianz Global. In their annual **Safety & Shipping Review**, Allianz tallied 41 total losses reported around the world in 2019, down from 53 total losses from the previous year. This represents an approximate 20 per cent decrease year-over-year and a 70 per cent decrease in the 10 years Allianz has been conducting the study.

Allianz credits the decrease to the sustained efforts in the areas of regulation, training and technological advancement, among others. More than 950 shipping losses have been reported since the start of 2010. Although total losses were down, the number of shipping incidents increased by five per cent to 2,815 in 2019, driven primarily by machinery damage which caused more than one in three incidents. Roll-on roll-off vessel safety is also a growing concern, Allianz noted, with total losses involving this type of vessel up 20 per cent year-over-year.

“The rise in number and severity of claims on roll-on roll-off vessels is concerning. These vessels can be more exposed to fire and stability issues than other vessels,” says Captain Rahul Khanna, Global Head of Marine Risk Consulting at AGC. “Many have quick turnarounds in port and a number of accident investigations have revealed that pre-sail away stability checks were either not carried out as required or were based on inaccurate cargo information. Too many times commercial considerations have endangered vessels and crews and it is vital that this is addressed on shore and onboard.”

There were almost 200 fires on vessels were reported over the past year, up 13 per cent, with five total losses in 2019 alone, the report noted. Misdeclared cargo is a major cause, according to Allianz. Taking steps to address this issue is vital as it will only worsen as vessels become bigger and the range of goods

transported goods, said Allianz. Chemicals and batteries are increasingly shipped in containers and pose a serious fire risk if they are misdeclared or wrongly stowed.

The annual study analyses reported shipping losses over 100 gross tonnes. It also identifies 10 challenges for the shipping industry related to the COVID-19 pandemic, such as the crew change crisis where crews were not able to disembark at the end of their contract.

SCT and ACFS collaborate to improve rail access to Port of Melbourne

The SCT Group and ACFS are pleased to announce a collaboration which will open up rail freight access to the Port of Melbourne for 300,000 tonnes of freight annually. SCT Managing Director Geoff Smith said, "This announcement will be the first of many based on our ongoing investment in rail freight in the State, supported by the Victorian Government's Port Rail Shuttle Network (PRSN) Strategy. SCT has substantial plans around increasing rail freight volumes, and this collaboration with ACFS will provide a strong foundation for future growth."

ACFS is Australia's premier container logistics provider, and newly developed facility at Altona is a significant component of its port-related rail facilities. "This new site is a pivotal step in our off-port expansion into metro Melbourne," ACFS Managing Director & Chief Executive Officer Arthur Tzaneros explained. "The site will offer a broad range of services to our existing and new customers, including 3PL warehousing and e-Commerce activities. We also look forward to making a major contribution to reducing congestion in and around Melbourne's West, with this project removing over 70,000 truck movements from the roads."

The development provides direct port connectivity to regional Victoria, with increased volumes flowing from SCT's Horsham and Wodonga sites to the Port of Melbourne. The project has been facilitated by the Victorian Government's PRSN and Port Rail Transformation policies. It is part of a range of longer-term investments that will be facilitated by enhanced rail connectivity to the port.

AMSA targets container ship inspections

The Australian Maritime Safety Authority (AMSA) is stepping up its container ships inspections. The inspection campaign is being initiated in response to several serious incidents involving shipping containers lost overboard recently. Incidents like the loss of 81 containers off Newcastle by the *YM Efficiency* in 2018, 50 containers off Wollongong by the *APL England* in May and three containers from the *Navios Unite* off Cape Leeuwin in June have caused significant environmental damage to Australia's iconic marine and coastal environment. These events affect the livelihoods and safety of commercial fishers and, more broadly, communities across Australia

Incident investigations by AMSA have discovered that the improper stacking and securing of cargo and poor maintenance of securing equipment are likely to have been contributing factors to these incidents. AMSA Acting General Manager of Operations Michael Drake says that vessels visiting Australia must ensure they fully comply with the international standards relating to cargo securing laid out in Chapter VI of the *Safety of Life at Sea (SOLAS) Convention*. "We have seen the serious consequence of improper cargo securing arrangements in the form of tonnes of plastics and other debris washing up on our beautiful beaches and floating in our oceans," said Mr Drake. "Rusted cargo securing points, improper lashings and exceeding stack weight limits have all contributed to these incidents and ship operators should be on notice that non-compliance will not be tolerated in Australia."

The focused inspection campaign will run from the beginning of August until the end of October 2020 and will involve both extended port state control (PSC) inspections and stand-alone inspections on vessels which are not currently eligible for PSC inspection. If a cargo ship visits Australia over this period, the

Master should expect that AMSA will visit the ship as part of this campaign. Where vessels are found to be non-compliant, AMSA will take steps to bring the ship into compliance before it is able to continue operating.

Port of Mackay records second best result for FY 2019-20

Queensland Transport and Main Roads Minister Mark Bailey recently announced the results for FY 2019-20, with the Port of Mackay recording 3.17 million throughput tonnes, supporting jobs and industry in the region. "COVID-19 has impacted global economies and Queensland hasn't been immune," Mr Bailey said. "What we've seen at our ports, however, is that thanks to a strong health response we've been able to continue facilitating trade."

Member for Mackay Julieanne Gilbert said generations of Mackay locals have worked at the port, and the latest trade numbers reaffirm why the Queensland Government is committed to keeping the port in public hands. Mrs Gilbert particularly highlighted that it was another encouraging year for break bulk cargo at Mackay, with strong appeal for agricultural and mining-related cargo, machinery and project infrastructure.

"In 2019-20 we had 11 roll-on roll-off vessels stop at the port. In total, 96,000 throughput tonnes of break bulk cargo came through the port destined for both central Queensland and beyond. This total is more than 30,000 tonnes up on the 2018-19 financial year. What is most encouraging, is the diversity we're seeing in the type of cargo coming through the port from destinations including North America, Europe and across Australia."

North Queensland Bulk Ports Corporation (NQBP) CEO Nicolas Fertin said the Port of Mackay's results are extremely positive in light of the challenges to the supply chain from COVID-19. "We've continued to keep trade flowing safely and efficiently through Mackay during what has been a difficult time for markets from Queensland to the world," Mr Fertin said. "What is pleasing is the market is recognising the value of the Port of Mackay and its strategic location. We're committed to growing the Port of Mackay further in support of the region's jobs and the community of Mackay." Other commodities exported through the Port of Mackay include sugar (raw and refined), grain, ethanol, magnetite, fertiliser, scrap metal and tallow.

Mr Fertin said NQBP's strategy was to gear the port up further in the early months of this financial year. "In November last year, we announced \$2.8 million in upgrades for a new laydown and washdown facility and service improvements to move 760 million powerlines underground to improve the flow of trade through Mackay. We're pleased that these projects are nearing completion," Mr Fertin said.

The 2,400-square-metre laydown and dual washdown facility will extend the original footprint operated by Northern Stevedoring Services (NSS) to assist the washing down and storage of imported goods subject to biosecurity controls. "We hope this facility will give even more confidence to mining and agriculture machinery businesses interested in using the Port of Mackay to import goods from international origins," Mr Fertin said.

NQBP is a Queensland Government-owned corporation also responsible for the strategic ports of Abbot Point, Hay Point and Weipa in far north Queensland.

Updates from the Department of Agriculture, Water and the Environment

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 Portugal, Ukraine and Moldova to the target risk countries list. One factor to come out of the review of the 19/20 season was that there are still a high proportion of containers arriving without having been fumigated offshore. It should be noted that it is the preference of the Department for goods to be treated offshore.

DCCC meeting

The quarterly meeting of the Department and Industry Cargo Consultative Committee (DCCC) was held recently via teleconference. Issues discussed were a wrap up of the 2019-2020 BMSB season, updates on the Khapra Beetle and African Swine Fever as well as the impact of COVID-19. The Biosecurity financial report and debt report were tabled. An update on biosecurity operations was given with details on service standards, workforce issues and a forecast on import trade. There has also been a change of Deputy Secretary of the Biosecurity and Compliance Group, with Lyn O'Connell moving to the Water, Disaster and Antarctica Department and Andrew Tung taking her place.

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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