



October 2022

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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ICHCA SA Luncheon

ICHCA South Australia is looking forward to our next Business Luncheon at the Lakes Resort Hotel on Wednesday 9th of November. Guest speaker is Scott McKay, CEO T-Ports and Founder and Principal of Flywheel Advisory. The topic of his talk is: **“T-Ports – An Alternative for Agricultural Exports”**.

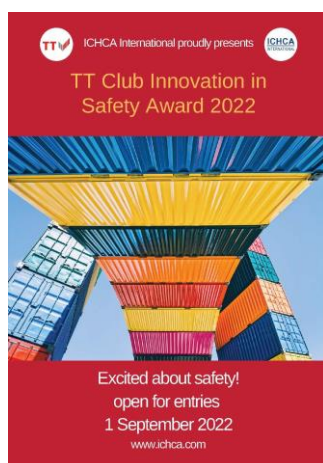
Scott leads Flywheel Advisory with over 30 years’ experience in accounting, executive management, and supply chain advisory roles. Currently he is the CEO of T-Ports, a transshipping ports and grain handler operating on Yorke and Eyre Peninsulas. Previously he was CEO of Bowmans Rail, a container terminal and short-haul rail operator in NSW and SA. Scott has worked in Europe, Asia and Australia, overseeing supply chain operations for global companies in packaging, apparel, food and transport. He was formerly a chartered accountant with KPMG.

For bookings contact deb.warda@ichca.com (0439 181081) or download the registration form from ICHCA Australia’s website by [clicking here](#).

RSVP by 5.00pm Friday, 4 November 2022.

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TT Club Innovation in Safety Award



You are invited to make a submission for the 2022 TT Club Innovation in Safety Award. Don't miss out as entries are coming in! Anyone involved in cargo logistics who can show a demonstrable improvement to safety is welcome to make an application.

ICHCA International has launched the 2022 TT Club Innovation in Safety Award and is inviting entrants to submit details of their innovations by **11 November 2022**.

The Award, which is open to an individual, team or company involved in cargo logistics, has seen the prestige associated with winning or being highly commended grow year-on-year. Past winners have ranged from individual entrepreneurs and specialist suppliers to employee teams in major industry businesses. Entrants are required to show that a product, idea, solution, process, scheme or other innovation has resulted in a demonstrable improvement in safety. Previous winners and details of how to enter follow the link: <https://ichca.com/tt-club-innovation-in-safety-awards>.

CIG updates CTU guide

The need for greater integrity in the global supply chain persists. The Cargo Integrity Group (CIG) has updated its *Quick Guide to the CTU Code*, urging all involved in intermodal container transport to pay heed. The multi-faceted group of seven industry organisations produced a *Quick Guide to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code)* two years ago.

The Quick Guide is designed to help those responsible for packing containers and accurately declaring details of their contents to abide by the complex regulations contained in the CTU Code itself. There is also a useful Checklist of actions required by packers and shippers of containers. The CIG believes that awareness of the CTU Code is pivotal to achieving safe and secure transport and has followed up the Quick Guide's publication with provision of its full text in Arabic, Chinese, English, French, Russian, Spanish, and Italian. Taking into account feedback received on the original version, the update is now available and is downloadable for free: [CTU Code - a quick guide](#)

ICHCA applies to join United for Wildlife campaign

With the enthusiastic support of the board, ICHCA International has formally applied to be part of the United for Wildlife campaign, seeking to join a number of the world's largest port, terminal and shipping organisations in protecting our shared natural world.

The illegal wildlife trade is organised crime on a global scale, devastating wildlife and pushing some of the world's most iconic species like elephants and rhinos towards extinction. This criminal trade is estimated to be worth up to \$20 billion annually as poachers and traffickers illegally trade wildlife and wildlife body parts, such as rhino horn, ivory, pangolin scales or tiger parts, among many others. This illegal trade is a major threat to global biodiversity and human health, and is linked to money laundering, corruption and extreme violence, as well as the trafficking of drugs and weapons.

United for Wildlife fosters global collaboration in the private sector to stop the trafficking of wildlife products. It does this through financial and transport taskforces that bring together some of the world's largest businesses in the transport and financial sectors to break the chains of the illegal wildlife trade.

For more information about United for Wildlife click: <https://unitedforwildlife.org/>

Gantry crane versus deck cranes

Recently, two deck cranes from the geared bulk carrier *Irma* contacted a gantry in Puerto Moin, Costa Rica while shifting along the wharf. The *Irma* had recently arrived from Poland. Reportedly the gantry crane wasn't severely damaged (seems highly unlikely) and resumed operations, whereas two of three of the



ship's cranes suffered severe damage. It appears that basic measures such as raising the booms of the gantry cranes and lowering the jibs of the ships cranes when berthing on moving along the wharf were not followed.

The *Irma* was built in 2000, is flagged in Cyprus, has a carrying capacity of 34,947 tonnes and is owned by Irma Navigation care of manager Polska Zegluga Morska PP (Polsteam) of Szczecin, Poland.

Source: *Maritime bulletin*

A shaky video of the event with animated Spanish commentary can be seen here:

<https://youtu.be/fSisrqbr7r8>

Toll Global Express changes name

Intermodal logistics provider Toll Global Express will be changing its name and brand identity to Team Global Express. The company says the name 'Team Global Express' reflects the passion, commitment, and integrity of their people, who are an integral part of the business of providing logistics services to Australia and New Zealand.

"Almost a year ago, we embarked on our journey to transform the way we deliver for our customers," said Team Global Express CEO Christine Holgate. "One element of this transformation is our name change to Team Global Express, which reflects our heritage, culture, and commitment to deliver trusted and reliable services for our customers. Our business has a deep history serving customers, but it is the passion, dedication, and integrity of our team that we wanted to harness for our new brand. We will be gradually rolling out the new brand across our digital assets, website, uniform, and fleet from September."

Earlier this year, Allegro Funds completed its acquisition of Toll Global Express from Japan Post.

Strategic Fleet taskforce announced

The Federal Government has appointed a new taskforce to guide the establishment of Australia's Maritime Strategic Fleet, which will strengthen our economic sovereignty and improve national security. To achieve this, Australia's Strategic Fleet will be made up of Australian-flagged and crewed vessels. The Strategic Fleet Taskforce will guide the Government on how to establish Australia's fleet as quickly as possible. It will also provide advice on what legislative or regulatory reforms are necessary to support the Strategic Fleet and Australian shipping.

Comprising representatives from the shipping industry, major charterers, unions, Australian business representatives and the Department of Defence, the taskforce will meet soon to kick-start this critical work. The taskforce will be chaired by Mr John Mullen, bringing extensive experience in international transportation and logistics and more than two decades in senior positions with some of the world's largest transport and infrastructure companies. Ms Angela Gillham, a shipping policy specialist with Maritime Industry Australia, Dr Sarah Ryan, a leader in the energy industry with Woodside Energy, and Mr Paddy Crumlin from the Maritime Union of Australia will also be providing their expertise to the taskforce. Major-General Jason Walk from the Department of Defence, a senior military officer with wide-ranging command, leadership and management experience will round out the taskforce.

The taskforce will deliver its advice to Government in two phases, with the first phase to report on high-level strategic objectives by the end of the year. During this phase, shipping, maritime and other stakeholders will be able to make submissions to shape the vision for a strategic fleet through an open public consultation process. This will be followed by a second phase to identify ship options and other needs for a strategic fleet of up to 12 vessels, expected to be complete by June 2023. The terms of reference for the taskforce, can be found on the Department of Infrastructure website:

<https://www.infrastructure.gov.au/department/media/news/strategic-maritime-fleet>

Spirit of Tasmania moves to Geelong

The new purpose-designed Spirit of Tasmania terminal at Geelong Port is now operational, with *Spirit of Tasmania I* recently arriving at her new Victorian home. Spirit of Tasmania Chairman Michael Grainger said the arrival marks the start of a new era in Bass Strait passenger and freight transport. "The Company has been very much looking forward to moving to Geelong from Station Pier, Port Melbourne since the decision to relocate our Victorian operations was first made," he said. "The arrival is set to bring enormous business opportunity to the region, with people from around the country now heading to Geelong ahead of trips to

the Apple Isle, while travellers from Tasmania will have options aplenty in Geelong to stay and enjoy themselves once arrived."

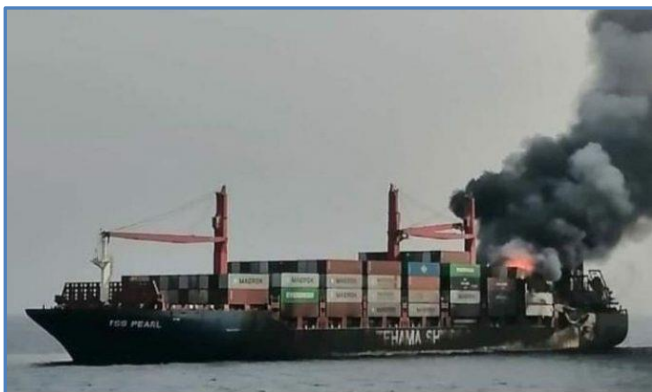
The new-look port has been redeveloped by GeelongPort and the Spirit of Tasmania in the lead up to the first official arrival. GeelongPort CEO Brett Winter said the project was a significant and exciting undertaking for Victoria's second largest city. "We thank Spirit of Tasmania for selecting Geelong as its new home," he said. "Since the announcement in 2020 we have worked hard to transform a blank canvas into a world-class economic and tourism precinct."



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Another container vessel fire



Source: Google

A Panamanian-flagged containership has sunk in the Red Sea nearly a week after a fire broke out in a cargo hold. The fire on board the *TSS Pearl*, a 2007-TEU feeder vessel, was first reported on 6 October, as the ship was located approximately 123 nautical miles northwest of the Port of Jizan. Reports indicated that the fire was burning in container stacks at the stern of the vessel, immediately forward of the accommodation block. All 25 crew members abandoned ship and were picked up by other vessels in the area.

Japan's NYK Line reports that its pure car and truck carrier *Orion Leader* had rescued eight sailors just after midnight local time on the morning of 6 October after receiving a distress call concerning a container ship on fire. *Orion Leader* transferred the sailors to the bulk carrier *St. Dimitrios*, which was also participating in the rescue. Casualty management consultancy WK Webster said it understands the ship sank approximately

186 miles (300 km) southeast of Port Sudan and several containers were floating near the site. *TSS Pearl* was built in China and delivered in 2008 to Rafidain Shipping, operated by UAE-registered Tehama Shipping, and sailed primarily between Jeddah and Aden in Yemen.

This incident adds to the ever-growing list of containership fires that the sector continues to try to combat. In many cases, mis-declared cargo is to blame.

NSW Ports outlines rail strategy

NSW Ports has outlined its strategy for moving more freight by rail to enhance efficiency while reducing emissions and road congestion at the recent Australasian Railway Association (ARA) Rail Freight Conference. Port Botany is Australia's only container port with on-dock rail at each container terminal and moves more containers by rail than any other port in the country.

Jonathan Lafforgue, NSW Ports General Manager of Operations and Environment said more than 400,000 TEU per year were moved by rail at Port Botany – up 64% since 2014. He believes NSW Ports has the right strategy in place to continue optimising and growing rail capacity.

Mr Lafforgue spoke at the recent ARA conference about the need to build and optimise rail freight connectivity to enhance the sustainability, efficiency and productivity of the nation's supply chains. NSW Ports' strategy to maximise the capacity and efficiency of rail freight includes expanding Port Botany's on-dock rail capacity to meet future container growth demand

"Utilising Port Botany's dedicated freight rail lines and on-dock rail terminals more strategically, by boosting two-way loading of trains and optimising the benefit of intermodal terminals, will help ensure we continue to meet the growing needs of businesses and their customers," Mr Lafforgue said. "A mode shift incentive scheme is one way to kickstart this process, with jurisdictions such as Victoria and Western Australia showing that such schemes can successfully increase the volumes of freight on rail."

Wind assisted bulk carrier arrives at Newcastle

A bulk carrier partly powered by wind using a hard sail recently made its maiden voyage from Japan to Newcastle. The *Shofu Maru* can carry 80,000 tonnes of coal and boasts new technology in the form of a telescopic fibreglass sail that can extend to 55 metres.



Source: ABC Newcastle: Blake Doyle

The vessel is a world-first from shipping company Mitsui OSK Lines, with the sail leading to a reduction in greenhouse gas emissions. The company said it was expected to use 5% less fuel between Australia and Japan, based on early trials.

The reduction equated to 25,000 litres of fuel, with the vessel normally using 500,000 litres for a trip of that length. The sail is expected to cut emissions by 8% on an average trip between Japan and the United States due to stronger winds in the northern hemisphere.

Updates from the Department of Agriculture, Fisheries and Forestry

Hitchhiker pests survey

The Department is undertaking a survey in partnership with Qube Logistics to inspect the external surfaces of sea containers from a selection of countries not on the department's **Country Action List (CAL)**, that is, countries that are generally not subject to external container inspection on arrival to Australia. The department will use the results of the survey to assess if current risk settings are effectively managing the risk of hitchhiker pests and contaminants entering Australia on the external surfaces of imported sea containers, and possibly to inform future changes to the Country Action List. Selected containers will be inspected on the wharf by trained Qube personnel within 72 hours of vessel discharge.

Stakeholders can expect a minimal delay in the release of non-CAL containers if they are selected for inspection. Any containers with unacceptable levels of contamination with soil, plant and animal material will be cleaned on-site by Qube at no additional cost to the importer. Containers found to be infested with live pests will be held pending identification and advice on appropriate treatment options. The cost of any treatments required to manage live pests will be borne by the importer.

The survey commenced on 13 October 2022 and will continue for approximately 6 months.

For further information regarding the hitchhiker pest container survey, contact the department via email: schscargopolicy@agriculture.gov.au

Budget outcomes

The drive to grow Australia's agriculture industry to \$100 billion annually saw the Federal Budget make some announcements featuring biosecurity, innovation and sustainability. \$134.1 million over four years was announced to boost biosecurity, primarily on the frontline programs in northern Australia where foot and mouth disease, lumpy skin disease and other risks are most prevalent. This includes \$61 million to support preparedness and response capability, and \$46.7 million (over three years) to improve on-farm biosecurity and traceability. "The government's focus is investing to protect and grow our vibrant agriculture sector now and into the future and our biosecurity system is a pivotal part of this," Agriculture Minister Murray Watt said as the budget was released.

A number of smaller announcements were made in the areas of training, research and sustainability in the forestry industry. There were no announcements for any additional resources for the Biosecurity Operations Division to assist in improving the current situation at Australia's borders where, unfortunately, delays in document assessment and inspections occur regularly.

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