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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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Changes at the ICHCA Australia board

On 1 January 2024, Scott McKay became Chair of ICHCA Australia, taking over from John Warda. John has been a director of ICHCA since 2008 and Chairman since 2014. John has also resigned as a director to pursue other interests. The board of ICHCA Australia would like to thank John for his valuable and wide-ranging contributions to ICHCA and wish him well in the future.



Scott McKay, founder and principal of Flywheel Advisory a supply chain consultancy, has 40 years' experience in accounting, engineering and executive management and supply chain advisory roles, including CEO roles in warehousing and road freight, intermodal rail and bulk ports. Scott holds board roles on a number of logistics companies, industry associations and government boards.

ICHCA SA luncheon

ICHCA SA will hold its first industry networking luncheon for 2024 on **Thursday 14 March** at Coopers Alehouse Gepps Cross, 560 Main N Road, Blair Athol.

The keynote speaker is Trent Kolbig from Flinders Adelaide Container Terminal (FACT). Trent will be sharing his valuable insights into the state's only container terminal. He will provide an overview of port operations and the opportunities and challenges that lie ahead to accommodate larger vessel calls into South Australia. Trent will also talk about the Flinders Port Holdings wider group's Master Plan with particular focus on cyber security and carbon strategy initiatives.

More details and the registration form for the luncheon will be available on the [ICHCA Australia Events page](#) soon.

The event is sponsored by:



The TT club Innovation in Safety Award

The TT Club Innovation in Safety Award winner will be announced at a ceremony in London, UK, on 22 February 2024. The event will also be available to view by video conference and will be recorded. Tickets and more details here: <https://ichca.com/innovation-safety-award>



ICHCA INTERNATIONAL presents the **TT**

TT Club Innovation in Safety Award

22 February 2024, London

tickets from: secretariat@ichca.com

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2024 not off to a good start for shippers

The start of 2024 has not been easy for importers and exporters. The continuing dispute at DP World's Australian container terminals is causing extensive delays, additional costs and is jeopardising export cargo. There have been demonstrations against ZIM vessels calling at Australian ports, which have blocked access to terminals for several days.

The attacks on vessels transiting the Red Sea have resulted in a number of shipping lines directing their vessels to sail around the Cape of Good Hope adding steaming time and additional fuel usage, which also causes delays and additional costs for shippers and other stakeholders in the supply chain. Moreover, low water levels in the Panama Canal have halved the daily number of ships transiting the Canal and caused some bottlenecks.

So, all in all, not a great start to 2024 but supply chains are resilient, as was proven during the Covid pandemic. While there are hurdles to jump, let's hope that as the year progresses these issues are solved and some normality returns to the shipping trade.

New CEO at Ports Victoria

Mr Craig Walker has been appointed to the position of CEO at Ports Victoria and will commence his new role in February 2024. Victorian Minister for Ports and Freight Melissa Horne said that Mr Walker's appointment will bring extensive leadership and experience to the role.

In previous positions, Mr Walker has held various advisory roles within government and as Chief Operations Officer and Executive General Manager for Gladstone Ports Corporation. Mr Walker has also worked with rail freight company, QR National, and has sat on many boards, including a position at North Queensland Bulk Ports.

Ms Horne said that Mr Walker's extensive experience will be vital as Ports Victoria manages rapid growth to meet the future freight needs of the state. "Victoria's commercial ports are our engines for economic growth, and we look forward to Mr Walker's extensive background, leadership, insight, and knowledge playing a key role in the sector." Mr Walker said that he is very excited to be leading Ports Victoria in an important period of growth, diversity, and change.

AMSA bans LNG carrier

The Australian Maritime Safety Agency (AMSA) has imposed a 180-day ban on the Chinese-owned LNG tanker *CESI Qingdao* after an incident in which the vessel tied up one of Australia's busiest LNG export terminals, disrupting the operations of ConocoPhillips Australia, Origin Energy, and Australia Pacific for nearly a week before being assigned to an anchorage. AMSA reportedly called the vessel "unseaworthy" while discussing the situation with the Australian media. The safety agency reports it worked with the master and operator while extensive repairs to the ship were carried out. Four generators required repairs, but according to AMSA only one was repaired after being completely rebuilt under the supervision of the engine manufacturers.

The ban runs until late June 2024. A "Contravention of AMSA Detention Notice" was issued as the agency felt that "the response of the master and ship managers throughout the repair process necessitated stronger compliance action". This is the ninth ban imposed by AMSA in 2023 as part of its strict enforcement of regulations to ensure safety and operational integrity.



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PAMA and PBLIS review final report released

The Freight Branch of Transport for NSW recently released the “*Final Report of the Independent Review of the Ports and Maritime Act (PAMA) and the Port Botany Landside Improvement Strategy (PBLIS)*”. The *Final Report* contains 37 recommendations relating to the PAMA and PBLIS. All 16 of the recommendations related to the PAMA will be adopted. Further stakeholder consultation will occur for 20 of the 21 PBLIS recommendations before making a final decision on which will be adopted.

In a statement on freight policy, the NSW Government commented that:

In relation to the recommendations of the Independent Review of PAMA and PBLIS it is noted the 16 recommendations relating to the PAMA Act will be progressed towards implementation; of the 21 recommendations relating to PBLIS, 20 are subject to further consultation before Government responds to the recommendation and 1 recommendation will not be adopted. The review was commenced in 2021 and the report was received by the NSW Government in 2023. Through the Freight Policy Reform Program, industry will be consulted on 20 of the 21 recommendations of the Independent Review relating to PBLIS, except the recommendation for the administration of PBLIS to be undertaken by NSW Ports. The NSW Government has rejected this recommendation as it is considered appropriate that this function remain within Government.

The full report can be found here:

https://www.transport.nsw.gov.au/system/files/media/documents/2023/Independent-Review-Final-Report_PAMA-Act-and-PBLIS_May-2023_compressed.pdf

Women in Transport and Logistics scholarships

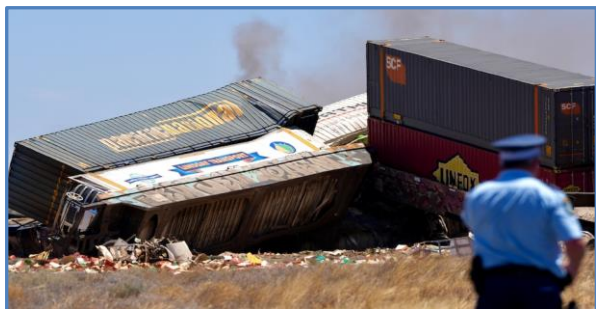
Women & Leadership Australia has announced new scholarships to enable more women to access world-class leadership and workplace skill development programs. By combining cutting-edge leadership theory with practical application, and a flexible part-time delivery, Women & Leadership Australia offers an unparalleled learning experience. With partial scholarships ranging from \$1,000 to \$5,000, there are four programs that suit women in non-leadership roles as well as those holding positions all the way to senior executives.

Applications for Women & Leadership Australia scholarships close on Friday 22 March 2024, unless allocated prior to this date.

For more information, see: <https://www.wla.edu.au/industry/transport/>

PN wants national safety standards for level crossings

Following a fatal collision on New Year's Eve at a level crossing on the Barrier Highway at Bindarra in South



Australia (near the NSW border) that resulted in the deaths of two experienced Pacific National train drivers, Mick Warren and Kevin Baker, rail freight operator Pacific National has called on federal and state governments, industry groups, private operators, and unions to convene a national summit on level crossing safety to consider life-saving measures and reforms. The collision occurred when the locomotive was struck by a heavy vehicle crossing the railway.

Source: ABC News

Pacific National CEO Paul Scurrah said there were more than 23,000 level crossings in Australia, many of which involve constant interactions between rail operations, road traffic, cyclists, and pedestrians. "Excluding trespass and suicide, accidents at level crossings account for the largest number of railway-related fatalities involving members of the public," he said. This is in addition to hundreds of near miss incidents at level crossings each year, weighing on train and vehicle drivers' mental health and putting everyday Australians at risk of dying.

Proposed topics for discussion and immediate action at the summit include a full audit of the nation's level crossings to identify at-risk locations, industry-led solutions to improve behaviour and safety around level crossings, increased investment in technology and infrastructure, increased penalties for blatant indiscretions, and joint industry public education campaigns to protect drivers.

"Tragedies at level crossings devastate entire communities and the message isn't getting across loud enough. Losing concentration or being reckless about safety at a level crossing can kill," Mr Scurrah said. "We are calling on federal and state governments to engage with industry on improved protections. This isn't about pointing the finger at drivers or pedestrians but working together to overcome complexities and simply do better. If we don't, more Australians will be subjected to senseless deaths. The safety message is straight-forward; it can take up to 2 km for a fully loaded freight train to stop. It takes a vehicle or a pedestrian a moment of clear thought and mere seconds to stop. Slow down, stop and cross with care."

Maersk and Hapag Lloyd join forces

Hapag-Lloyd AG (Hapag-Lloyd) and Maersk A/S, an entity under A.P. Moller - Maersk (Maersk), have signed an agreement for a new long-term operational collaboration called "Gemini Cooperation", which will start in February 2025. The ambition is to deliver a flexible and interconnected ocean network with industry-leading reliability. The new cooperation between Hapag-Lloyd and Maersk will comprise a fleet pool of around 290 vessels with a combined capacity of 3.4 million TEU; Maersk will deploy 60% and Hapag-Lloyd 40%.

Maersk CEO Vincent Clerc said: "We are pleased to enter this cooperation with Hapag-Lloyd, which is the ideal ocean partner on our strategic journey. By entering this cooperation, we will be offering our customers a flexible ocean network that will be raising the bar for reliability in the industry. This will strengthen our integrated logistics offering and meet our customers' needs."

From the Hapag-Lloyd side, CEO Rolf Habben Jansen said: “Teaming up with Maersk will help us to further boost the quality we deliver to our customers. Additionally, we will benefit from efficiency gains in our operations and joint efforts to further accelerate the decarbonisation of our industry.”

As part of the agreement, the two companies have set the ambitious target of delivering schedule reliability above 90% once the network is fully phased in. As well as improved service quality, customers will also benefit from improved transit times in many major port-to-port corridors and access to some of the world’s best connected ocean hubs. Both companies are committed to the decarbonisation of their fleets and have set the most ambitious decarbonisation targets in the industry with Maersk aiming for net-zero in 2040 and Hapag-Lloyd in 2045.

As a consequence of joining this cooperation, Hapag-Lloyd will leave THE Alliance at the end of January 2025. In January 2023, Maersk and MSC announced that the 2M alliance will end in January 2025. During 2024, Maersk and Hapag-Lloyd will carefully plan the transition from their current alliances to the new operational cooperation. Concurrently, service to customers will continue along existing agreements.

Further details about “Gemini Cooperation”, including the new vessel schedules, will be announced once available.

IMO Ship Design and Construction Sub-Committee meeting

Design experts from around the world met recently at the London headquarters of the International Maritime Organization (IMO) for annual global talks on ship design and construction. The IMO Ship Design and Construction Sub-Committee (SDC) is where many technical and operational requirements related to ship design and construction (including tonnage, load line and stability) are discussed. SDC reports to the Maritime Safety Committee.

The following were some of the key outcomes:

- Draft guidelines for emergency towing arrangements (ETA) for ships other than tankers. The guidelines are supporting new SOLAS amendments to regulation II-1/3-4 which will come into force on 1 January 2028. Technical discussions are ongoing, particularly to ensure flexibility of ETA designs and adequate strength requirements.
- Review of the guidelines for the reduction of Underwater Radiated Noise (URN) from shipping to address adverse impacts on marine life and identification of next steps.
- Finalised draft guidelines on alternative design and arrangements for SOLAS chapter II-1 - Safety objectives and functional requirements.
- Draft guidelines for use of fibre-reinforced plastics (FRP) within ship structures.

BlackRock takes over GIP

New York-based BlackRock has agreed to buy compatriot fund manager Global Infrastructure Partners (GIP) in a \$12.5 billion cash and shares deal. The deal will see the world’s largest asset manager take over GIP for \$3 billion in cash and around 12 million Blackrock shares.

GIP is the world’s largest independent infrastructure manager with over \$100 billion in assets under management across equity and credit strategies, including offshore wind farms Gode Wind 1, Borkum Riffgrund 2 and Hornsea 1, as well as offshore wind developers Skyborn Renewables and Bluepoint Wind, a joint venture with Ocean Winds. GIP also has stakes in the Australian ports of Melbourne and Brisbane,

Terminal Investment Limited (TIL), the ports arm of Mediterranean Shipping Co (MSC), and several LNG projects.

The transaction, expected to close in the third quarter of 2024, will create a world-leading infrastructure private markets investment platform with over \$150 billion of assets under management that will be overseen by the GIP management team, led by Bayo Ogunlesi.

New CEOs at Inland Rail and ARTC

Mr Nick Miller has been appointed as the new CEO of Inland Rail Pty Ltd (IRPL). Mr Miller joins Inland Rail after five years as CEO of Adbri, an Australian construction materials manufacturing company, and is a well-recognised and respected leader within the Australian and New Zealand infrastructure and construction industries.

Following the appointment of Mr Miller as the new CEO of Inland Rail, Robert Rust will resume his role as Chair of the Board of Inland Rail after a brief transition period, having served as Interim CEO and Executive Chair since October 2023.

Mr Wayne Johnson has been appointed as Australian Rail Track Corporation (ARTC) CEO and Managing Director. The appointment of Mr Johnson follows a competitive national search for a suitable candidate. Mr Johnson has more than 15 years' leadership experience across Australia's resources, freight, and logistics industries, including mine, port and rail operations. Mr Johnson has been serving as acting CEO since August 2023, having previously led the organisation's Hunter Valley business for nearly a decade, including most recently as Group Executive responsible for the commercial and operational performance of the network.

Updates from the Department of Agriculture, Fisheries and Forestry

DCCC meeting

The next DCCC meeting will be held on 5 March 2024. If you want to have any issues brought to the DCCC, please notify Peter van Duyn who will represent ICHCA Australia at the meeting.

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