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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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Season's greetings from ICHCA Australia Chairman

To all readers of our newsletter, on behalf of ICHCA Australia, I wish you all the best for the festive season and a happy and prosperous 2020. I hope you are able to take a well-deserved break over the holiday period.



ICHCA Australia has held a number of industry events in 2019 and ICHCA International recently held its biennial conference in Malta. ICHCA Australia will again hold a number of industry events as well as a conference in April in Melbourne as part of Megatrans 2020. See the notice below and look out for more information about the conference to come early in the new year.

I look forward to working with you all in 2020 to promote safe and efficient cargo handling practices in our industry in Australia and hope to see you at one of the ICHCA events during 2020.

John Warda, Chairman ICHCA Australia

ICHCA Victoria luncheon



ICHCA Victoria recently held its final luncheon for 2019 in the Hotel Windsor, Melbourne. Maurice James, managing director of Qube Holdings gave an overview of the latest intermodal developments Qube is undertaking, such as at the Moorebank Intermodal facility in Sydney.

He also made a robust defence of terminal access charges (TAC) imposed by container stevedores. Terminal access charges/infrastructure fees have become a feature of the Australian waterfront during the past three years, much to the chagrin of transport operators. But Mr James thinks many of the criticisms by “squeaky wheels” are misguided. Qube holds a 50 per cent stake in Patrick, one of the stevedores that has imposed a TAC. Stressing his view was a personal one, rather than the official position of Patrick, Mr James said shipping line consolidation has had a significant impact on stevedoring.

Mr James said the TACs were also an outcome of the push by governments to introduce three stevedores in the major ports. He said Patrick and DP World had previously argued importers and exporters were better off with fewer stevedores who would have economies of scale and could operate with lower unit costs. That argument didn't prevail, and a third stevedore was introduced into the ports of Brisbane, Sydney and Melbourne, which resulted in excess capacity and a lowering of stevedoring rates due to increased competition. At the same time, ports went through a privatisation process resulting in increased property costs that saw the stevedores' margins eroded. Consequently, the stevedores are now trying to improve those margins by introducing TACs.

The luncheon was sponsored by Patrick. Maurice's presentation can be obtained by contacting Peter van Duyn.

Philip Holliday to take the helm at the Port Authority of NSW

Chair of Port Authority of New South Wales Robert Dunn has announced the appointment of Sydney Harbour Master Captain Philip Holliday as the organisation's new chief executive officer and director, effective immediately.

As CEO and director, Mr Holliday will lead the Port Authority in managing the navigation, security and operational safety needs of commercial trade and cruise shipping in Sydney Harbour, Port Botany, Newcastle Harbour, Port Kembla, Eden and Yamba. Mr Holliday joined the Port Authority in 2011 and has been fulfilling the role of acting CEO following an announcement in September that Mr Grant Gilfillan would step down after 12 years as the organisation's head.

ICHCA Australia to be a part of MEGATRANS 2020



ICHCA Australia will be holding a half-day conference as part of the MEGATRANS 2020 conference in Melbourne in April 2020.

Sponsorship packages and speaker opportunities are still available. For further details, please contact Peter van Duyn.

ACCC asks for Part X input

The Australian Competition & Consumer Commission (ACCC) has issued a [discussion paper](#) seeking comments on a possible class exemption for ocean carriers providing international liner cargo shipping services to and from Australia (Liners). Liners currently have access to a wide suite of exemptions from Australia's competition law. These exemptions are set out in Part X of the *Competition and Consumer Act 2010 (Cth)* (the CCA).

In 2015, the Competition Policy Review (the Harper Review) recommended that Part X be repealed and that the ACCC develop a class exemption for liner shipping agreements that meet a minimum standard of pro-competitive features. The ACCC is proposing to develop such a class exemption, that would provide legal protection for certain types of coordination among Liners and their customers without them having to apply to the ACCC.

The ACCC invites submissions in response to the discussion paper by 28 February 2020. See: <https://www.accc.gov.au/system/files/public-registers/documents/ACCC%20discussion%20paper%20-%20ocean%20liner%20shipping%20class%20exemption.pdf>

World's first hydrogen tanker launched



Photo: Shane Vedamuttu

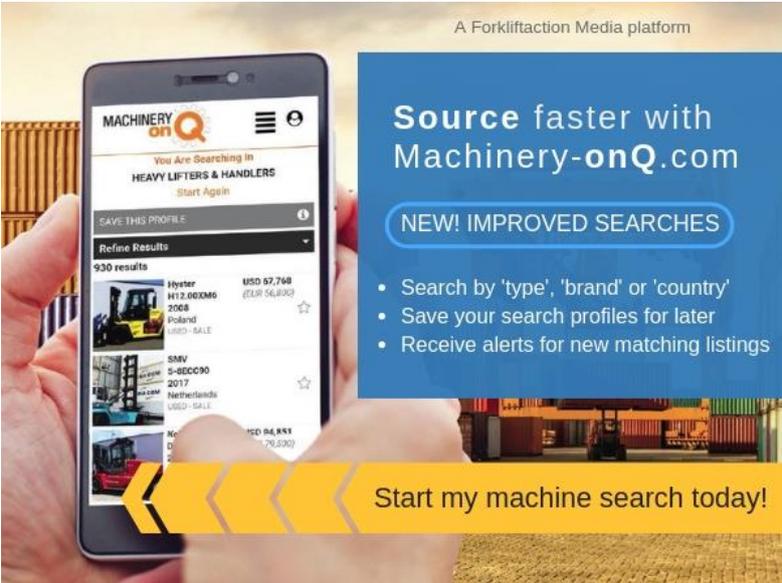
Port of Hastings Harbourmaster Shane Vedamuttu recently attended the launch of the world's first liquid hydrogen tanker *m/v Suiso Frontier* at the shipyard in Kobe, Japan. The *Suiso Frontier* is a small-scale prototype tanker (length overall 116 metres, gross tonnage 8,000) designed to carry liquid hydrogen (1/800 of its original gas-state volume, cooled to -253°C). A 1,250-cubic-metre vacuum-insulated, double-shell-structure liquefied hydrogen storage tank, which is currently being manufactured, will be installed on the ship. The vessel's construction is expected to be complete by late 2020.

Once operational, the *Suiso Frontier* will be used as a technology demonstration with the aim of establishing an international hydrogen energy supply chain involving liquefied hydrogen produced in Australia and shipped to Japan via the Port of Hastings. If the project is successful commercially viable tankers (over 300 metres long) will be built to replace the prototype vessel.

A recent report from Australia's national science agency, CSIRO, has mapped the critical research steps Australia must take to realize a hydrogen industry it says is potentially worth A\$11 billion (US\$7.5 billion) a year by 2050. A liquefied hydrogen unloading terminal is being built in Kobe and a brown coal gasification facility is being constructed in the Latrobe Valley, Victoria. A consortium comprising Kawasaki, Iwatani and J-POWER, along with Marubeni Corporation and AGL Loy Yang, was formed in 2018 and has received financial support from the Australian and Victorian governments to build a gas refining facility, hydrogen liquefaction and loading terminal. A video of the launch can be viewed here: <https://www.youtube.com/watch?v=WGPkSuIH7uA>

Jim Cooper has left the Port of Melbourne

Jim Cooper has left the Port of Melbourne where he was executive general manager commercial for 18 months. Prior to the Port of Melbourne, Mr Cooper worked at the Port of Portland for 12 years, including eight years as chief executive. He will be pursuing other opportunities in the transport infrastructure world.



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The image shows a hand holding a smartphone displaying the Machinery-onQ.com website. The screen shows search results for 'HEAVY LIFTERS & HANDLERS' with 930 results. Two listings are visible: a Hyster H12.00XMG for USD 97,768 and a SMV S-80000 for USD 84,855. A blue overlay on the right contains promotional text and a list of search features. A yellow arrow points from the bottom of the phone towards the 'Start my machine search today!' text.

Forkliftaction to launch major website upgrade

Forkliftaction Media (a longstanding supporter of ICHCA Australia) has launched a major upgrade to its global materials handling website and news service. According to Forkliftaction CEO Ann Hofmans, "the upgrade involves a comprehensive rebuild on 19 years' worth of applications, features, design and code". Although it retains its breadth of information and resources, the website has undergone a number of improvements and new features designed to provide "a more accessible, engaging and locally relevant user experience".

Forkliftaction's focus on quality news and practical resources will remain at the core of the website. "We will continue to offer people who sell, manage, buy and work with materials handling products a complete source that allows them to stay informed, connect with industry colleagues, source or sell their equipment, and develop leads for their business," Hofmans explained. Forkliftaction news readers will also find the

news stories for their region shown at the top of the news in a separate column, both in the news mailing as well as on the website.

“We are very excited to promote local coverage to our readers around the world.” Hofmans says: “For many, local information is most relevant to their business, so being able to find their news at the top of the weekly news is a real plus. It is our hope that members of the materials handling community will continue to submit their company news to help us fill these local columns, so we can offer a broad spread of coverage from across the globe.”

To learn more about Forkliftaction’s full range of resources and advertising options, or to submit news for editorial consideration, please email info@forkliftaction.com or visit www.forkliftaction.com

Australia re-elected to IMO

Australia has been re-elected to Category B of the International Maritime Organization (IMO) following a meeting of the IMO Council in London. Deputy Prime Minister and infrastructure Minister Michael McCormack said Australia’s re-election reflected our standing as a significant player in the global maritime sector. Category B is made up of 10 IMO Member States with the largest interest in global seaborne trade. “Australia is the world’s largest bulk commodities exporter, with 99% of our international trade by volume carried by sea and a search and rescue area which covers one-tenth of the Earth’s surface,” Mr McCormack said.

Foreign Affairs Minister Marise Payne said the re-election to Category B of the IMO Council would allow Australia to continue to build on decades of positive engagement with the international maritime community. “Australia has developed a reputation for working across the IMO to develop shipping standards which are fair, effective and sustainable,” Senator Payne said. “Through our role on the IMO Council, the Federal Government will do our part to ensure international shipping is safe, reliable and efficient and protects the marine environment so all countries can share the benefits of a strong international shipping sector.”

Australia is a founding member of the IMO and has been an elected member of the Council since 1985. The Australian Maritime Safety Authority led Australia’s campaign for re-election, supported by the Department of Foreign Affairs and Trade.

Infested car carrier *Orca Ace* refused entry

Car carrier *Orca Ace* which was infested by stink bugs was recently refused entry into Australia. The ship carrying more than 3500 cars and heavy machinery was found to have some "tiny but devastating" brown marmorated stink bugs. "The current risk aboard the vessel was deemed too great to allow the ship to dock in Australia," Agriculture Minister Senator Bridget McKenzie said in a statement.

The minister said the insects would have a decimating impact on Australia's agricultural crops and horticulture if they were allowed to establish here. She said the pests found their way into the United States in the late 1990s and are now widely established. They are also spreading across Europe and are now in places like Italy, Greece, Georgia and Romania. In the worst affected regions farmers have lost more than 90 per cent of their crop. In Australia, this could equate to losses of more than \$20 billion.

Container ship hits quay crane in Port of Antwerp



Photo: maritimebulletin.net

A giant ship-to-shore container crane at the Port of Antwerp collapsed recently after it was struck by a containership in heavy weather. The accident took place shortly after the *APL Mexico City* had berthed. According to reports, high wind caused the ship to break free from its moorings and drift into the crane. The incident took place at the DP World's Antwerp Gateway terminal, one of the major container terminals in the Port of Antwerp located on the left bank of the river Scheldt.

Fortunately, no injuries have been reported as there was nobody on the crane. The *APL Mexico City* had just arrived from Hamburg when the incident occurred. Built in 2014, the 328-metre-long vessel is registered in Singapore.

Updates from the Department of Agriculture

Brown Marmorated Stink Bugs

BMSB issues are continuing to hinder and delay the import of goods into Australia. A number of car carriers are experiencing delays in discharging at Australian ports or are being turned away (see *Orca Ace* story above) due to being infested with BMSB. Containers that require onshore processing experience delays and incur additional costs. Currently about 50 per cent of containers are being treated overseas, but as temperatures are dropping in northern hemisphere countries, it will be more difficult to reach the required high temperature for the prescribed heat treatment of BMSB. The Department of Agriculture is holding regular phone hook-ups with DCCC members to discuss issues that arise.

Increased Biosecurity charges

The Department of Agriculture has announced revised biosecurity charges for sea and air freight from 1 January 2020, in an effort to help manage the risk of pest and disease incursions posed by goods and vessels entering Australia. The new charges are said to "more accurately reflect the cost of import activities that underpin international trade. The government will also work with industry from early 2020 on the design of an alternative levy that will help ensure the system can be sustainably funded for the future," a departmental statement read.

"The levy when finalised will fund activities that are essential to maintaining the biosecurity system but can't be directly linked to a single entity or good - for example, understanding the rapidly changing biosecurity risk profiles of countries and goods and new technologies that support increased cargo movement."

The revised cost recovery fees and charges:

Full Import Declaration charge – air: presently \$33, will rise to \$38.

Full Import Declaration charge – sea: presently \$42, will rise to \$49.

Vessels greater than or equal to 25 metres – arrival charge: presently \$920, will rise to \$1054.

Vessels less than 25 metres – arrival charge: presently \$100, will rise to \$120.

A number of industry associations have heavily criticised the Department for introducing these charges at short notice and without consultation with industry. It is seen as a biosecurity levy (which was scheduled to be introduced this year but did not eventuate due to industry backlash) by default. The Department is in

further discussions with DCCC participants and the wider industry about the new charges and the biosecurity levy in general. The biosecurity levy has been delayed but has not gone away!

African Swine Fever

The Federal Government has announced it will invest a further \$66 million at airport and mail centre security to stop African Swine Fever (ASF) at the border. "The task of maintaining biosecurity is growing and resourcing is not keeping pace," Agriculture Minister Bridget McKenzie said. "If this disease gets in it could decimate our pork industry that contributes \$5.2 billion to our farmers' hip pockets, regional economies and the nation's bottom line."

Measures funded through the ASF response package are:

- 130 more frontline biosecurity officers are to start to be deployed from January 2020 for passenger screenings
- Six new detector dogs to be deployed at airports and mail centres by July 2020
- Two new 3D x-ray machines at Melbourne and Sydney mail centres to be deployed by July 2020.

Biosecurity officers will have a new capability to issue infringement notices on the spot at airports. A new biosecurity squad are to be established onshore to check that products brought into Australia for sale aren't fraudulently labelled.

"While our efforts are focused on meeting the ASF threat now, there are many other pests and diseases that could hurt our agricultural sector, our human health and our unique environment if they get past our borders," Senator McKenzie said. "The government is also proceeding with a biosecurity levy, in line with our commitment made in May 2018 and will legislate it next year. The new levy model will be developed in consultation with the importing industry and will be applied onshore to importers who use the biosecurity system."

For further information on any of these issues visit the [Department's website](#), or contact Peter van Duyn, the ICHCA representative on the DCCC, who can raise issues with the Department directly. Peter's contact details are listed below.

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