



December 2021

About ICHCA – International Cargo Handling Co-ordination Association

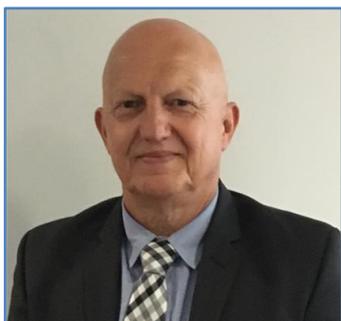
The International Cargo Handling Co-ordination Association (ICHCA) is an international, independent, not-for-profit organisation dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement by all modes and through all phases of national 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



John Warda, Chairman ICHCA Australia

To members and readers of our newsletter, on behalf of the board of ICHCA Australia, I wish you all the best for the festive season and a happy, prosperous 2022. I hope you are able to take a well-deserved break over the holiday period.

As you are all aware, the challenges of the past 2 years have been unrelenting and continue to present difficulties for some. I'm sure most of us are keen to leave 2021 behind and we are all looking forward to the new year. We can feel optimistic about what lies ahead with the hope of more "normality" in our lives at home and at work.

New board member to join ICHCA Australia



Adam Holland was recently elected to join the ICHCA Australia board. Adam has an excellent track record in the industry, having started out as General Manager Landside Logistics Victoria for P&O Trans Australia and later working in senior executive roles for P&O Ports, ACFS logistics, DP World, Svitzer Towage and the Toll Group. Adam is currently General Manager Victoria Palletised Express for Toll Global Express.

Adam is based in Melbourne and is looking forward to assisting the board in making ICHCA Australia the "go-to" organisation in all things to do with cargo handling. He also plans help to organise ICHCA events in Melbourne and hopes to meet some of you at an ICHCA event in the new year.

ICHCA and partners issue White Paper for dangerous goods storage and handling facilities

The tragic incidents in Tianjin and Beirut have marked a decade of increased concern over the safety of dangerous goods stored in ports, terminals and other warehousing facilities. ICHCA and three other industry groups have collaborated to address the issue and produce best practice guidelines in the form of a White Paper and Warehouse Checklist.

In the face of increased volumes of dangerous goods transported in sea containers, and the occurrence of major incidents and more minor accidents, there is a clear need for guidance on safe storage and handling of dangerous goods in warehouses, including port and terminal facilities. Building on our combined expertise and experience, ICHCA International alongside our colleagues in the International Vessel Owners Dangerous Goods Association (IVODGA), National Cargo Bureau (NCB) and World Shipping Council (WSC) have responded to this critical requirement by developing a *Dangerous Goods Warehousing White Paper*.

"A pivotal element of our guidance is a Warehouse Checklist. Given our aim to provide a practical management tool, we believe the Checklist format is a significant addition to the other elements of the White Paper. Broken down into eight key functional areas of operation, this comprehensive 14-page Checklist is designed as both a planning guideline and a review tool, as well as an everyday device for maintaining safety management vigilance." said Richard Steele, CEO ICHCA International

The Dangerous Goods Warehousing White Paper and its accompanying Checklist detail the risks involved in storing and handling dangerous goods and, importantly, the measures to contain them. Topics covered include: competency and training of workforces; property construction; fire protection; security equipment

and protocols; and emergency response procedures. It is intended as a practical guide to systematic and documentable processes for those managing and operating storage facilities to ensure ongoing safety, but also to ensure that incidents that arise are containable.

At the time of publication, the Dangerous Goods Warehousing White Paper has been endorsed by a number of influential industry stakeholders, including Baltic and International Maritime Council (BIMCO), Bureau International des Containers (BIC), Container Owners Association (COA), Council on Safe Transportation of Hazardous Articles (COSTHA), Danish Shipping, International Chamber of Shipping (ICS), International Federation of Freight Forwarders Association (FIATA), International Group of P&I Clubs (IGP&I) and Through Transport Mutual Insurance Association Ltd (TT Club).

To download the Dangerous Goods Warehousing White Paper and accompanying Checklist, click here:

<https://ichca.com/warehousing-safety-guidance>

Australia re-elected into the Council of the IMO

Australia is pleased to have been re-elected into the Council of the International Maritime Organization (IMO), continuing our key role in international shipping. In London on 10 December 2021, Australia was successfully re-elected into Category B of the IMO Council, a specialised United Nations agency responsible for the safety, efficiency and environmental performance of international shipping.

Category B is made up of 10 IMO member states with the largest interest in international seaborne trade. Australia's representation in this category reflects our standing as a significant maritime nation. As the world's largest commodities exporter, 99% of Australia's international trade is carried by sea and we receive over 28,440 visits per year from international trading ships. Australia is a responsible Council member and is committed to ensuring that IMO can meet the new challenges arising from emerging technology, global trade expansion, and environmental developments. Australia has successfully championed a range of reforms to make the Organization more open, fair, transparent and accessible to all.

ICHCA International has privileged NGO status at IMO and a number of other key UN agencies

1-Stop Connections leadership changes

1-Stop Connections announced recently that Michael Bouari is stepping down from his role as chief executive officer for a break and a new challenge. Michael has led 1-Stop over the past 16 years and the board thanked him for his service and wished him all the best for his future endeavours. Sam Askin, currently chief product officer, will be taking on the role of CEO. Sam brings 15 years of leadership experience in the technology sector to the role, with a key focus on data strategies and digital transformation.

"1-Stop Connections has created productivity savings for our customers and community through digitisation and optimisation at a time when traditional paper methods were the norm," said Michael Bouari. "I would like to thank our hardworking team and hand over to Sam, in whom I have every confidence. I believe she will lead 1-Stop successfully from this point forward."

Sam Askin said, "I am honoured to have been chosen by the board as the new CEO of 1-Stop and we look forward to working with the industry to effect positive change and continue on our path of transformation. Our focus will be to continue to build strong partnerships with our customers and to work collaboratively to create efficiencies and sustainable growth throughout the supply chain."

Port of Bundaberg to expand

A new \$10-million project to build common-user infrastructure at the Port of Bundaberg is a step closer, with the detailed plans complete and tenders now open to local businesses. A new bulk goods conveyor facility at the port will improve loading facilities for a wide range of goods.

Federal Assistant Minister for Regional Development Nola Marino said, once complete, the common-user infrastructure will provide an opportunity for the Hinkler region and surrounds to increase exports of bulk commodities, including minerals, timber products (wood pellets and woodchip) and agricultural produce.

“This \$10-million investment from the Australian government under the Hinkler Regional Deal will deliver new capability at the Port of Bundaberg. This will increase economic activity for the Hinkler region and provide opportunities for local producers to compete in world markets,” Ms Marino said.

Queensland Minister for Transport and Main Roads Mark Bailey said the project highlighted the importance of protecting public infrastructure and getting it ready for the future. “The Palaszczuk government has worked incredibly hard to make sure Queensland’s ports remain publicly owned infrastructure,” Mr Bailey said. “Gladstone Ports Corporation made a \$93-million profit last financial year, money all going back to Queensland taxpayers because it’s a government-owned corporation.”

Senior executive changes at Ports Victoria

The Victorian government has appointed Brendan Webb as the inaugural CEO of the state commercial ports body, Ports Victoria. Mr Webb brings more than two decades of experience in operational leadership roles across transport, logistics, engineering, and mining. He was most recently the general manager of trade and operations at the North Queensland Bulk Ports Corporation, leading the organisation through significant change and overseeing all commercial operations.

His new role will involve overseeing the recently created Ports Victoria and will be critical in bringing together the former Victorian Ports Corporation (Melbourne) and Victorian Regional Channels Authority into one effective organisation. Ports Victoria began operating on 1 July and is based in Geelong. Victorian Minister for Ports and Freight Melissa Horne said establishing Ports Victoria has already been key to improving the operation of the state’s commercial ports.

Ports Victoria has also announced that Executive General Manager Marine and Navigation/Harbour Master Captain Kell Dillon will leave the organisation in February 2022 to take up the role of general manager at Maritime Safety Queensland. “It’s with mixed emotions that we make this announcement,” said Ports Victoria’s Chief Operating Officer Peter Mannion. “We are deeply grateful for Kell’s dedication and hard work during his time with us and we are sorry to see him go. We wish him and his family everything of the best in his exciting new role with Maritime Safety Queensland.”

Productivity Commission to examine challenges in the maritime logistics system

The Australian Government has tasked the Productivity Commission with undertaking an independent review into long-term structural issues affecting the productivity of Australia’s maritime logistics system.

While the Australian Competition and Consumer Commission found global factors were a significant contributor to rising shipping costs and delays, through this review the Government will ensure that domestic issues are not compounding the problems caused by supply chain disruptions under surging global demand for goods since the start of the COVID-19 Pandemic.

To assess the overall competitiveness of Australia’s ports, the Productivity Commission’s review will examine long-term domestic trends focussing on operational cost drivers, including industrial relations, infrastructure constraints and technology uptake in Australia’s ports and related transport networks. The review complements earlier work by the Productivity Commission on supply chain vulnerabilities and risks as part the Government’s commitment to ensuring the Australian economy is prepared for possible supply chain disruptions. The report will also build on a range of initiatives undertaken by the Government to help ensure supply chains remain functioning and resilient, particularly through the COVID-19 pandemic, including the provision of \$107.2 million for the Supply Chain Resilience Initiative and the Sovereign Manufacturing Capability Plan.

The Productivity Commission will begin consultation in January 2022 and provide a final report in August 2022. For further information, including terms of reference, is available at:

<https://www.pc.gov.au/inquiries/current/maritime-logistics>

Maersk unveils new carbon-neutral container ships

Maersk has unveiled its design for a series of eight ‘carbon-neutral’ methanol-powered ultra-large containerships currently on order. The 16,000-TEU-capacity ships will be built by Hyundai Heavy Industries



(HHI) with delivery planned for the first quarter of 2024. Most striking is the forward accommodation that Maersk says will enable greater container capacity and improved port efficiency by separating the accommodation and funnel. The funnel is also designed with a reduced footprint and will be located at the stern to maximize cargo capacity.

“The making of this took nearly five years, and all while crossing uncharted naval design territory,” Maersk said in a statement.

Credit: A.P. Moller-Maersk

“To enable this new design, several challenges had to be addressed. Firstly, crew comfort had to be ensured with the accommodation placed in this more exposed location. Moreover, adequate hull strength was also a key parameter to safeguard, with the accommodation block normally working as a hull “stiffener” when placed further backwards. New arrangements for lifeboats and navigational lights had to be developed, plus new cameras to support the captain’s view when navigating.”

The vessels, measuring 350 metres long and 53.5 metres wide, will come with a dual fuel engine setup that will enable operation on carbon-neutral green methanol as well as conventional low sulphur fuel. A 16,000 cubic metre fuel tank means the ships can complete a full round trip (from Asia to Europe, for example) running on green methanol without having to refuel.

Renewable methanol, aka green methanol or e-methanol, is an ultra-low carbon chemical produced from sustainable biomass (called bio-methanol) or captured carbon dioxide and hydrogen produced from renewable electricity, according to the Methanol Institute. By using green methanol as a fuel, Maersk says the vessels will achieve 20% improved energy efficiency per transported container compared to the industry average, saving around one million tons of CO₂ emissions each year across the eight-ship series.

The vessels will be classed by the American Bureau of Shipping (ABS) and sail under Danish flags. In 2018, Maersk set the goal of becoming carbon neutral by 2050, which included a promise to develop a commercially viable net-zero CO₂ vessel by 2030. With these vessels it could be well on its way to achieving

that goal. Also, the order with Hyundai Heavy Industries included an option for four more vessels by 2025, so more could be on the horizon.



Take us with you...

ForkliftAction: news, trading, networking for anyone who works with materials handling

The image shows 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 ForkliftAction website. The website header includes the logo 'FORKLIFT ACTION' and 'HELIX' with the tagline 'LIFTING THE WORLD'. Below the header, there are sections for 'YOUR FOCUS' with articles like 'Five Tips for Forklift Battery Maintenance' and 'Exclusion zones and pedestrian safety', 'INSIDE FORKLIFT ACTION' with a newsletter sign-up, and 'GLOBAL NEWS' with various industry updates. A 'Keep Moving' button is also visible on the tablet screen.

PN chooses site at Little River for intermodal terminal

Pacific National has announced that it will invest in a new intermodal container terminal west of the Port of Melbourne to deliver more freight volumes for future inland rail. Australia's largest private rail freight company recently unveiled plans to develop a new intermodal container terminal in Little River to connect Melbourne's major freight zone in the west to inland rail.

Pacific National CEO Paul Scurrah said the company had secured an option over a 540-hectare site to construct the terminal and develop a surrounding logistics precinct on the existing interstate rail corridor west of Melbourne's CBD and port. "Pacific National's new Little River site is in a prime position on the main interstate rail line and close to the Princes Freeway, delivering efficient freight transport connectivity to nearby logistics companies, distribution centres, warehouses, shippers, and manufacturers," he said. "Close to Melbourne's freight centre of gravity, Pacific National's plans for Little River will help to shift more freight from road to rail until delivery of the Western Interstate Freight Terminal (WIFT)."

Mr Scurrah said Pacific National is investing \$20 million to secure land options in Little River and commence detailed planning and design works, with the aim for an 80-hectare intermodal terminal to be operational by 2026 and directly supporting more than 200 frontline rail freight jobs. "In the future, the broader logistics precinct – serviced by the rail terminal – will feature extensive warehousing, cold storage, and re-fuelling facilities, generating more than 4,000 skilled jobs," he said.

Pacific National's Little River site is located near Melbourne's major freight catchment zone to the west of the CBD, where more than 70% of containerised rail volumes are concentrated, and is 39 kilometres by rail to the Port of Melbourne. Mr Scurrah said a Little River terminal would better service the major east-west market – a critical corridor in the national supply chain – where approximately three million tonnes of containerised freight are hauled annually by rail from Melbourne to Adelaide, and then across the Nullarbor to Perth.

In recent years, Pacific National has invested \$35 million to deliver regional Australia's largest intermodal terminal at Parkes in the central west of New South Wales and secured Acacia Ridge Terminal in south-east Queensland via a \$205 million acquisition – both are located on the alignment of the future Melbourne-Brisbane Inland Rail.

Mr Scurrah said an intermodal container terminal in Little River will complement a future WIFT in Truganina – both helping to service Melbourne's growing western freight zone. He believes customers are on board with a Little River terminal as they understand the safety and environmental benefits of hauling large volumes of freight by rail. "Road freight produces 14 times greater accident costs than rail freight per tonne kilometre and up to 16 times more carbon pollution as rail freight per tonne kilometre."

National Location Registry launched

iMOVE Australia is proud to support the launch of the National Location Registry. The Registry is a digital platform that provides detailed location information on pick-up and delivery points to authorised users. Information on operating hours, weight and height restrictions for vehicles, entry points, driver amenities and safety requirements will also be included. It replaces a multitude of manual processes and will help prevent delays and failures. The registration process comes at no extra cost to businesses.

iMove Australia Managing Director Ian Christensen said, "the National Location Registry will play a pivotal role in providing more accurate and reliable location data in support of freight operations across the nation. The national freight task is increasing, and the Registry will help improve the efficiency and the resilience of our supply chains. It is one of the ways in which better use of data will improve outcomes for our businesses and communities."

The industry-led Registry initiative is supported by the Australian Government and managed by not-for-profit standards organisation, GS1 Australia. The National Location Registry is a key element of the Australian Government's broader National Freight Data Hub project, a \$16.5 million investment to make available a range of data to support the Australian freight industry. For more information, visit [the National Location Registry website](#).

Ports of Auckland appoint new CEO

Ports of Auckland's board Chair Jan Dawson recently announced the appointment of Roger Gray as the company's new CEO from 4 April 2022. "Roger has been Lyttelton Port Company's Chief Executive Officer since February 2020 and prior to that has worked at a senior level in large, complex businesses with a focus on the supply chain and logistics. Roger brings a great deal of experience to the role of CEO of Ports of Auckland, and I am looking forward to working with him to realise the potential of the business and its people."

Before joining Lyttelton Port Company, Roger worked for Air New Zealand for 6.5 years. His last role was Group General Manager Airports. He managed all ground handling and lounge operations at 55 airports around the globe, covering 2,800 staff who handle 18 million passengers annually. He has also held several senior leadership roles with Goodman Fielder, including Managing Director of Quality Bakers – New Zealand. He holds an MBA in Integrated Logistics Management, as well as Bachelor Degrees in Economics and Arts.

Updates from the Department of Agriculture, Water and the Environment

Khapra beetle update

As notified in [IAN 232-2021](#), the Department will be extending Phase 6A measures to further minimise the risk of the introduction and spread of khapra beetle to high-risk rural areas. As part of this, Full Container Load/Full Container Consolidated (FCL/FCX) containers that are packed in a khapra beetle target risk country and will be unpacked in a rural nut growing postcode of Australia must be treated offshore using an approved treatment option. This new requirement will only apply to containers exported on or after 15 December 2021.

This is an extension of the measures that commenced 12 July 2021, which introduced mandatory offshore treatment for FCL/FCX containers packed in a khapra beetle target risk country and will be unpacked in a rural grain growing area of Australia. Postcodes now included to cover rural nut growing areas are: 4569, 4517, 4518, 4858 and 4560. For split postcodes, measures will apply to the rural areas of the postcode only.

DCCC meeting communique

The final communique and summary of action items from the DCCC meeting held on 25 November 2021 are available on the Departments' website. The communique is published [here](#).

Holiday period department shutdown

The following link provides information on the Department's holiday period shutdowns. [December 2021 / January 2022 Holiday Shut Down Operating Hours - DAWE](#)

National Biosecurity update

Following is a brief update on progress on the national biosecurity strategy. The initial consultation phase to inform the development of the national biosecurity strategy finished in early December.

More than 200 stakeholders were engaged via email, workshops, roundtables, bilateral meetings, existing fora and through the Department of Agriculture, Water and the Environment's Have Your Say platform. We received 66 formal submissions/survey responses.

Thank you to everyone who participated and shared their views, insights, and perspectives. We are currently progressing the consultation draft, informed by the outcomes of this consultation phase. The consultation draft is now expected to be released publicly in early February 2022 for your views and input.

Please contact the National Biosecurity Strategy Project Team by emailing nationalbiosecuritystrategy@awe.gov.au if you have any questions in the meantime.

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Our contact with you

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