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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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ICHCA SA luncheon

ICHCA South Australia will be holding its second industry network luncheon for 2021 in Adelaide on Thursday 15 July. Justin Ross, Director, Strategy, Policy and Analytics – Department for Trade and Investment (DTI) will be speaking about “**Trade in difficult times – COVID and China relationship impacts**”.

Justin was appointed Director, Strategy, Policy and Analytics at DTOI South Australia in April 2019 and is leading their efforts to develop and implement the government's Growth State Plan aiming to grow the economy by 3%. He is an experienced government leader who has specialised in developing and implementing growth policies and programs across industry portfolios at both state and commonwealth government levels. Justin holds a BEc (Adel), MBA (Adel).

There will also be a door prize for the luncheon: Workspace Commercial Furniture has kindly donated a “Tone chair” to be won by a lucky luncheon participant. For more information and to book your place, go to the ICHCA Events page: <https://www.ichca-australia.com/events.html>

The luncheon is proudly sponsored by:



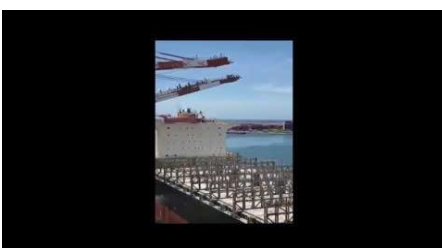
Ever Given soon to be released

The owners of the container ship *Ever Given*, which was stuck in the Suez Canal for six days in March, and the Suez Canal Authority (SCA) have agreed on a settlement in the ongoing court case. The ship, which until now has been anchored in the Great Bitter Lake, might be finally on its way to discharge its cargo at the Port of Rotterdam. No dollar figure has been made public, nor an official timeframe for the ship's departure but a figure of approximately US\$200 million has been reported.

Based on testimonies from multiple court hearings in Egypt, the two pilots from the SCA on board the *Ever Given* do not come out of the incident at all well. There seems to have been disagreement between the two SCA pilots on what actions were taken which led to the grounding of the vessel. As the two SCA pilots readied to leave the ship in the wake of the accident, the pilots were heard to still be arguing between themselves. Cargo owners will be relieved to finally see the ship move again although for most of them their cargo might be of little value by the time they get their hands on it.

Container ship causes quay crane collapse

A container ship caused a quay crane to collapse at the Port of Kaohsiung recently after making contact with the crane. Local media reports the ship involved is the *OOCL Durban*, a 316-metre, Panama-flagged containership with a capacity of 8476 TEU. It was reported that one person was slightly injured in the incident and two people were trapped but later freed. Videos of the incident show people running from the collapsing crane, which knocks over a nearby container stack (click on photo below to see the video).



ALC appoints interim CEO

The Australian Logistics Council (ALC) has appointed Rachel Smith to the role of Interim Chief Executive Officer after the retirement of current CEO Kirk Coningham. Recruitment for a replacement CEO continues, with the ALC Board commending the high quality and volume of talent that is currently progressing through the recruitment process. Ms Smith, who joined the ALC in August last year as Director – Policy and Advocacy, will remain in the role while recruitment is underway.

The ALC said Rachel Smith had demonstrated success in leadership positions in member organisations, policy and advocacy and business operations. “The Board is confident in her ability to manage the ALC through this transitional period,” it said. “The Board commends and thanks Kirk for his leadership of ALC and services to our end-to-end supply chain industry. We wish him well in his future pursuits and look forward to making a smooth transition to a new CEO in due course.”

Federal Court dismisses ACCC’s proceedings against NSW Ports

The Federal Court has dismissed the Australian Competition & Consumer Commission’s (ACCC) proceedings against NSW Ports. The proceedings concerned agreements, known as Port Commitment Deeds, which were entered into as part of the privatisation of Port Botany and Port Kembla by the NSW Government in May 2013, for a term of 50 years. The Botany and Kembla Port Commitment Deeds oblige the State of NSW to compensate the operators of Port Botany and Port Kembla if container traffic at the Port of Newcastle is above a minimal specified cap. Another 50-year deed, signed in May 2014 when the Port of Newcastle was privatised, requires the Port of Newcastle to reimburse the State of NSW for any compensation paid to operators of Port Botany and Port Kembla under the Botany and Kembla Port Commitment Deeds. This reimbursement would effectively double the cost of moving a container at the Port of Newcastle.

“This judgment provides an enormous hurdle for the Port of Newcastle to develop a container terminal to compete with Port Botany and Port Kembla, because of financial consequences arising from the Deeds. Less competition usually results in higher charges for businesses and consumers,” ACCC Chair Rod Sims said.

The ACCC had argued that the Port Commitment Deeds, made when Port Botany and Port Kembla were privatised in 2013, had an anti-competitive purpose and effect. The ACCC had also argued that the 2014 Port of Newcastle Deed was the anti-competitive result of the Port Commitment Deeds, which made the development of a container terminal at the Port of Newcastle uneconomic.

The Court dismissed these claims. At this stage, the judgment has been made available only to the parties’ lawyers, on a restricted basis, pending resolution of confidentiality issues. Accordingly, the ACCC cannot yet discuss the reasons for the decision. “We alleged that making these agreements containing provisions which would effectively compensate Port Kembla and Port Botany if the Port of Newcastle developed a container terminal, was anti-competitive and illegal,” Mr Sims said. “Absent new entry, NSW Ports will have an effective monopoly in moving containers in NSW for 50 years.”

“We took this action to remove a barrier to competition in an important market, the supply of port services, which has a significant impact on the cost of goods paid by Australian consumers. Such barriers damage Australia’s productivity performance,” Mr Sims said. “We will carefully consider the judgment.”

Board appointments for Ports Victoria

The Victorian Government has appointed the board for Ports Victoria, the new state-wide ports body. Ports Victoria will bring together the Victorian Regional Channels Authority and Victorian Ports Corporation (Melbourne) to lead the strategic management and operation of Victorian commercial ports and waterways. Howard Ronaldson will chair the new body. He brings extensive experience to the role as a

former secretary of the Victorian Department of Infrastructure and Department of Business and Innovation. He has also been an administrator with Ambulance Victoria and most recently assessed the viability of the Port Rail Shuttle proposal for the Department of Transport. Elaine Carbines has been chosen as the new deputy chairperson for the board. A statement from the Victorian Government said she is a strong local leader who will provide critical knowledge of the Barwon region. Additional members appointed to the board include Des Powell AM, Janice van Reyk and Peter Tuohey, with all members to work alongside the Department of Transport. The new organisation will begin operating out of Geelong on 1 July.

The establishment of Ports Victoria is a key finding from the Independent Review of the Victorian Ports System, a comprehensive review set to cut red tape, boost safety and improve the way this vital industry operates. Victorian Minister for Ports and Freight Melissa Horne said Mr Ronaldson's decades of experience in government and substantial knowledge of the ports sector will be invaluable as the new body is established. "I'd like to thank and acknowledge the work of James Cain at Victorian Ports Corporation (Melbourne) and Kate Roffey at the Victorian Regional Channels Authority for their hard work and leadership," she said.

Robert Coode to retire from APSA

After a long association with the Australian Peak Shippers Association (APSA), Rob Coode is about to retire. Rob's extensive experience in shipping matters (through 40+ years as shipping manager at Murray Goulburn and in leading Part X negotiations with shipping line consortia) has been critical to the success and longevity of the APSA.

Rob is a passionate and effective advocate for Australian shippers. While he would never shy away from confrontation, his preference was always for collaboration. His work during the privatisation of the Port of Melbourne was a great example of this, where he helped rally together different interest groups (shipping lines, stevedores, government stakeholders and Australian shippers) to a common purpose. Rob is generous, knowledgeable and has left a positive legacy. The board of APSA sincerely thanks Rob for his lifetime's professional career achievements and wish him the very best for his official retirement post 30 June 2021.

Take us with you...

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

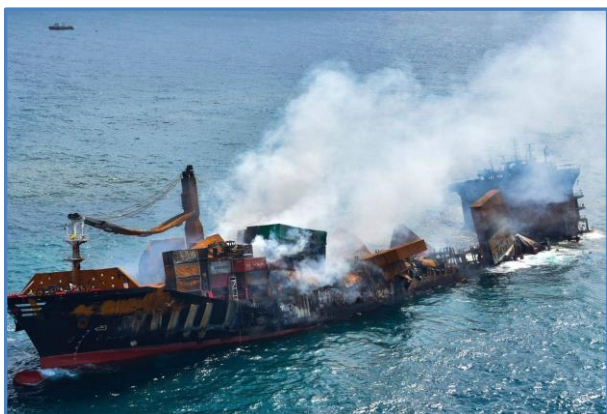
The advertisement features a photograph of three workers in safety gear (hard hats and high-visibility jackets) standing in front of a blue forklift. To the right, a tablet displays the ForkliftAction website interface, which includes a navigation menu (NEWS, DIRECTORY, FORUMS, MACHINERY Q&A), a welcome message, and several news articles under sections like 'YOUR FOCUS', 'INSIDE FORKLIFTACTION', 'GLOBAL NEWS', and 'ANNOUNCEMENTS'. The website content includes headlines such as 'Five Tips for Forklift Battery Maintenance', 'Exclusion zones and pedestrian safety', 'How fleet telematics improves forklift operations', 'First things first', 'Toysota upgrades IC forklift line', 'Terberg announces new yard tractors', 'LEEA recognises achievements with 2019 Awards', 'SCLAA presents awards', 'Hauvette Shanghai staff get IPAF training', 'Company fined after accident', 'Rodeo embraces virtual reality', and 'Forklift used to ferry giant panda'.

Change of leadership at LINX CCG

LINX Cargo Care Group announces that after five years as the group's Chief Executive Officer, Anthony Jones has resigned from his position. Anthony began his career with the Patrick business, now LINX, some 23 years ago on the wharf at Port Botany in NSW. During his tenure, Anthony has been a valued leader who was instrumental in the establishment of LINX following the separation from Asciano in 2016. Since its formation, he has led the expansion and positive promotion of LINX CCG businesses and its people. Mr Jones shared his sadness to leave the business and people who were formative in his career to date. However, he reaffirmed his belief in the positive future ahead for LINX Cargo Care Group. "To move on from LINX Cargo Care Group was a difficult decision to make, especially after investing my career over the last 23 years with the then Patrick business and now LINX Cargo Care Group," said Jones.

Brookfield Managing Partner Patrick Boocock has been appointed to replace Anthony as LINX Cargo Care Group's CEO. Patrick will join the group from 1 July and commence working closely with Anthony and the LINX Cargo Care Group senior leadership team over the coming months to ensure a smooth transition to the role. Patrick has been with Brookfield since 2009 and has led businesses on behalf of Brookfield previously, including CEO of the Australian AET&D group in Perth, Global CFO of Multiplex and most recently leading and expanding Brookfield's asset management platform in Asia. Patrick comes to the role with significant experience in growing, scaling and transforming businesses and working collaboratively to achieve shared objectives.

TT Club warns of mishandling of dangerous goods



The events still unfolding at an anchorage off Colombo serve once more to underline the continuing problem of ship fires caused by the mishandling of dangerous goods. TT Club again urges all those involved in the movement of such cargoes to step up to their responsibilities and to act with transparency and diligence in matters of safety in transport.

The *X-Press Pearl's* sad fate is the latest in a disappointing recent and persistent catalogue of container ship fires of varying degrees of severity, which occur on an almost weekly basis.

Source: Google images

The vast majority of these fires are initiated by a cargo of a hazardous nature. One estimate puts the number of mis- or undeclared dangerous cargoes in excess of 150,000 containers a year – each of which has disastrous potential. While still to be fully investigated, the catalyst for the inferno on the *X-Press Pearl* has been asserted to be a leakage of nitric acid, which was correctly declared but apparently incorrectly packaged or packed.

TT Club has been campaigning for some time to reduce these life-threatening, cargo and ship damaging, environmentally impactful and highly costly events. Their activities include promoting awareness and wider use of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units – the CTU Code – and seeking changes in regulatory requirements to improve the clarity, application, implementation and enforcement of mandatory regulations, including the International Maritime Dangerous Goods (IMDG) Code.

Peregrine Storrs-Fox is TT Club's Risk Management Director. "Effective review of regulations is to be applauded. Indeed, the latest meeting of the IMO's Maritime Safety Committee debated in detail the issue of container ship fires. However, such consideration will not result in speedy change," he comments.

“Holistic industry-led initiatives are necessary. An understanding by all the actors in the supply chain of safe packaging, packing, loading and unloading of containers, and of the need for detailed, accurate information of the cargo’s attributes and any potentially hazardous reactions to any eventuality occurring through the entire transit, is necessary. Above all truth, trust and transparency must guide all involved.”

Fundamental framework guidance for cargo packing is found in the CTU Code, which TT is striving to have better understood and utilised, embarking with fellow members of the established Cargo Integrity Group in producing the ‘CTU Code - Quick Guide’ and ‘Container Packing Checklist’ to enable easier reference to the Code. Already translated and available in four of the official six UN languages, the remaining translations of the Quick Guide will be published soon. It is currently available for download in English, Arabic, Chinese (Mandarin and Traditional) and Spanish.

Storrs-Fox understands the extent of the task. “It is a significant challenge to have all those responsible for the safe dispatch of general cargo to follow the CTU Code, particularly when often done on behalf of other parties and disconnected from transport risks”, he comments. “However, dangerous goods are subject to mandatory regulation. In the case of this casualty, we see another element to the problem. The offending cargo was apparently correctly declared, with its relevant properties known, and presumably originating from an experienced shipper. Yet for whatever reason the packaging was inappropriate or the packing and/or securing within the container was insufficient, resulting in a dangerous leakage. While supply chains are complex and the hazards numerous, relevant knowledge and guidance are critical, within a controlled environment that must include effective inspection and enforcement regimes.”

TT Club is a member of ICHCA International and ICHCA Australia.

Updates from the Department of Agriculture, Water and the Environment

ANAO releases audit on DAWE’s effectiveness

The Australian National Audit Office (ANAO) has completed an audit to assess the Department of Agriculture, Water and the Environment’s effectiveness in responding to non-compliance with biosecurity requirements. The Department agreed to all eight recommendations in the ANAO report. Head of Biosecurity at the Department of Agriculture, Water and the Environment Andrew Tongue said the report identified timely recommendations to improve the Department’s arrangements to respond to non-compliance with biosecurity.

“Although Australia’s current biosecurity system has served our country well, the Department recognises that the system must continue to evolve to enable appropriate management of known and emerging threats both domestically and globally,” Mr Tongue said. “Prior to the audit, the Department had already commenced a body of work to enhance its compliance arrangements and regulatory practice. In particular the Department is undertaking a range of changes and improvements through the development of its Regulatory Practice Statement and Regulatory Practice Framework.”

“We are committed to protecting Australia’s biosecurity status and our agricultural industries by minimising the entry of new pests, diseases and weeds and regularly making improvements. The Australian Government’s significant investment in its Biosecurity Package in the 2021-22 Budget and the recently released *Commonwealth Biosecurity 2030* will further position the Department to address the audit findings. The Budget investment will boost our frontline people and resources, strengthen our partnerships with industry and the community, and modernise our ICT systems, technology and data analytics to better target risk and speed up clearance times. *Commonwealth Biosecurity 2030* will help the government build a stronger, smarter biosecurity system. Through addressing growing biosecurity risks and making sure we have the best controls, tools, processes and networks in place into the future we can continue to safeguard Australia’s agricultural industries, environment and exports.”

Read the ANAO report here: <https://www.anao.gov.au/pubs/performance-audit>

Biosecurity awards

Australians can now nominate individuals and businesses who have made outstanding contributions to the protection of our \$66 billion agricultural industries and the health of our animals, plants and people through the 2021 Australian Biosecurity Awards. The Australian Biosecurity Awards highlight the important role that everyone plays in keeping Australia safe from biosecurity risks. Australia's strong biosecurity system protects \$50 billion in direct tourism, \$51 billion in agricultural, forestry and fisheries exports and 1.6 million Australian jobs across the supply chain. Australia's biosecurity system safeguards our human, animal and plant health against potentially devastating exotic pests and diseases like African swine fever, foot-and-mouth disease and Khapra beetle, among many others.

The Australian Biosecurity Awards acknowledge and recognise individuals and groups that show a commitment to supporting and promoting Australia's biosecurity and the systems upholding it.

There will be eight award categories in the 2021 Australian Biosecurity Awards including the:

- Dr David Banks Biosecurity Lifetime Achievement Award
- Dr Kim Ritman Award for Science and Innovation
- Farm Biosecurity Producer of The Year Award — jointly presented with Animal Health Australia and Plant Health Australia.
- Industry Award
- Government Award
- Environmental Biosecurity Award
- Community Award
- Education Award

Nominations for the 2021 Australian Biosecurity Awards are open until 30 July 2021. For more information on the Australian Biosecurity Awards, including the nomination form, visit: awe.gov.au/ABA

This year's biosecurity champions will be announced at the Australian Biosecurity Awards dinner in November 2021.

New biosecurity website

The Australian Government has launched a new website that will help the public easily find answers to their biosecurity questions. Minister for Agriculture, Drought and Emergency Management David Littleproud said the website would help everyone better understand their role in keeping Australia safe from pests and disease. "Australia's biosecurity system is vital for safeguarding our primary industries and environment, but public information has been scattered," Minister Littleproud said.

"This new website brings together resources from the Australian, state and territory governments, industries and non-government agencies. This site will continue to evolve and grow to support people's biosecurity information needs. Whether you're an individual or a business, the website links you to everything you need to know about your biosecurity responsibilities. We can all do our part to support Australia's biosecurity system. By better understanding the roles we all play, we can work together to keep our country free of pests and diseases."

You can find out more at: biosecurity.gov.au

ICHCA Contacts

ICHCA Australia Chairman

John Warda
Mobile : 0417 875 113
Email : jpwarda@bigpond.com

Company Secretary

Peter van Duyn
492 George St, Fitzroy VIC 3065
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

State co-ordinators

New South Wales

Marcus John
Mobile: 0413 486421
Email: marcus.john@thomasmiller.com

South Australia

Michael Simms
Mobile: 0418 802 634
Email: simms.michael@flindersports.com.au

Queensland

Sallie Strang
Mobile: 0412 604 842
Email: sallie.strang@jaiota.com

Victoria

Peter van Duyn
Mobile: 0419 370 332
Email: peter.van-duyn@ichca.com

Western Australia

Jamie Bradford
Mobile: 0400 198 186
Email: Jamie.bradford@matmangroup.com.au

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