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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.

Inside this issue

About ICHCA – International Cargo Handling Co-ordination Association.....	1
Inside this issue	1
Changes to Port of Melbourne tariff schedule.....	2
More containers lost overboard off the coast of NSW	2
New CEO for the ARTC	3
Brian Lovell to retire from AFIF	4
Floating power plants offer electricity at short notice	4
HMM launches world’s largest containership	6
Port of Melbourne appoints new EGM Commercial.....	6
Updates from the Department of Agriculture, Water and the Environment	6
ICHCA Contacts.....	8

Changes to Port of Melbourne tariff schedule

Port of Melbourne's \$125 million Port Rail Transformation Project (P RTP), announced in January, is now ready to move to the next stage. The P RTP will meet the needs of a growing port and reduce truck movements in Melbourne's inner western suburbs. It will see more containers moved by rail more efficiently, bypassing roads in inner Melbourne. The project will increase rail terminal capacity and improve rail terminal operations at the port.

For more than a decade, industry has been seeking a rail solution in Victoria. In a competitive ports market, it is critical to provide efficient landside transport connections to move freight which must include both road and rail. The Port of Melbourne has listened to industry feedback and is providing a solution that meets industry demands for increased transparency in rail access arrangements, better access, and more capacity. Port of Melbourne has been working with industry for the past 12 months on the structure of the P RTP to deliver a new rail operating framework from 1 June 2020 and deliver new rail infrastructure in the port. To fund the P RTP, the Port of Melbourne published a *Notice of Intention to Amend the Reference Tariff Schedule* on 31 January 2020.

The Port of Melbourne is now notifying industry that the Reference Tariff Schedule (RTS) for the financial year commencing 1 July 2019 will be amended to increase the prescribed service tariff for 'full – inward' wharfage fees from \$110.77 (GST-exclusive) to \$120.52 (GST-exclusive) on and from 1 June 2020. Transhipments are excluded from the amendment, as transhipments are not subject to the 'containerised - full inward' wharfage fee. A copy of Port of Melbourne's current RTS and more information on the P RTP are available on Port of Melbourne's website <https://www.portofmelbourne.com/>

More containers lost overboard off the coast of NSW



APL England. Photo: Southern Cross Maritime

Containership *m/v APL England* recently lost 40 containers overboard while sailing off New South Wales. The ship was sailing from China to Australia. The ship's master reported the incident to the Australian Maritime Safety Authority (AMSA) on the 24 May. "Just after 6.10am, the Singapore-flagged container ship APL England experienced a temporary loss of propulsion during heavy seas about 73 kilometres south east of Sydney," AMSA said in a statement.

"The ship's power was restored within a few minutes but during this time the ship reported that it was rolling heavily, causing container stacks to collapse and several containers to fall overboard," AMSA stated.

As well as the 40 containers lost overboard, another 74 containers are reported to have been damaged. The vessel has since berthed in Brisbane and was inspected by AMSA and has been detained. AMSA General Manager of Operations Allan Schwartz said the authority's inspection of the ship was ongoing but had already revealed that lashing arrangements for cargo were inadequate and securing points for containers on the deck of the ship were "heavily corroded".

"These findings constitute a clear breach of a requirement under SOLAS to ensure that a ship and its equipment are maintained so as not to present a risk to the safety of the ship itself or anyone on board the ship," Mr Schwartz said. "The detention will not be lifted until these serious deficiencies are rectified. That is now a matter for the ship's owner, American President Lines, and operator to rectify."

The ship is being operated by ANL. A preliminary report will be prepared by the Australian Transport Safety Bureau and will be released in about one to two months. The incident occurred just days after the

completion of salvage work of containers that fell overboard from *m/v YM Efficiency*, an incident that occurred on a wild night off the NSW Central Coast in mid-2018.

New CEO for the ARTC

Mark Campbell is set to replace retiring CEO and Managing Director John Fullerton at the helm of the Australian Rail Track Corporation (ARTC) for the next five years. Mark has more than 20 years' senior management experience in Australia and overseas, including most recently as CEO and MD of Holcim Australia and New Zealand. Mr. Campbell's extensive prior experience in the construction and infrastructure sectors means he is well-placed to continue driving the improvements to rail infrastructure and safety which are at the heart of all ARTC's activities. John Fullerton has held the position since 2011.

Women in Leadership scholarship

Final call: last chance to register for scholarship funding. Women currently working in the transport and logistics sector have a final opportunity to register their interest in a scholarship worth up to \$5,000 to support participation in an online leadership development program.

It is unsure when this funding will be available again, and the registration deadline has been extended until 5pm on June 19.

Find out more at: www.wla.edu.au/transportlogistics.html

VPPM and Draft Protocol established

A Voluntary Port of Melbourne Performance Model (VPPM) and a Draft Protocol governing how stevedores levy fees and charges has been established. In a letter to industry groups, Victorian Ports and Freight Minister Melissa Horne said the model would establish clearer protocols regarding:

- notification of price increases and new landside charges
- the process by which government and industry are advised of these increases
- the provision of information justifying new or higher prices, and
- the timing of price changes.

The draft protocol stipulates how operators could be notified about landside pricing and charges, and makes clear:

- Stevedore terminal access charges will only be changed once per annum.
- Stevedores must issue a notice of intention to the Secretary, Department of Transport and Industry 90 days prior to the proposed date of increase of an existing charge or introduction of a new charge.
- The notice of intention to change prices or introduce a new charge to the Department of Transport and Industry must be accompanied by detailed reasons for the increase or introduction of a new charge, including all supporting information or data.
- The notice of intention to change prices or introduce a new charge to industry must outline in sufficient detail the rationale for the price increase or introduction of a new charge.
- Stevedores will receive feedback from the Department of Transport and Industry on the proposed increase or introduction of a new charge.
- Stevedores must issue a final notice of changed prices 60 days prior to the date of the proposed increase.

Victorian Transport Association chief executive Peter Anderson said the protocol would provide transparency, fairness and due process and would give operators greater time and flexibility. “Most importantly, it will require stevedores to provide a rationale for increases to fees and charges, and regulate the frequency that prices can be adjusted,” he said.

Container Transport Alliance Australia director Neil Chambers said Minister Horne had confirmed that the review’s findings did not identify a compelling reason to regulate the infrastructure access charges or landside access charges. “This is disappointing, but understandable given that the review’s findings mirror analyses from the ACCC Container Stevedoring Monitoring Reports that the stevedores are not ‘price gouging’, but are focusing more attention on revenue generation from the landside to make up for the reduced revenue from shipping lines due to fierce price competition in stevedoring services,” Mr Chambers said. “Unfortunately, this still leaves container transport operators (road & rail) as the ‘bankers’ for the stevedores, having to pay the high stevedore landside access fees on relatively short payment terms.”

Industry stakeholders have been asked to provide feedback on the draft protocol which is aimed at informing the start of a 12-month trial of the VPPM from January next year.

Brian Lovell to retire from AFIF

Brian Lovell has confirmed he is to retire from the Australian Federation of International Forwarders (AFIF) in the coming months. It is expected Mr Lovell, the AFIF CEO, will finish up at the end of September, after helping with the merger of AFIF with the Customs Brokers and Forwarders Council of Australia, to establish a new group called International Forwarders and Customs Brokers Association of Australia

Brian joined the airfreight representative association, AFIAFF, in 1994 as its first full-time CEO. He was appointed to the same position when AFIAFF and the ocean freight representative organisation, IFAA, merged to form AFIF in 1996. “Brian has been a long-time friend and advisor to all AFIF members, as well as running the organisation’s affairs efficiently and successfully,” AFIF Chair Paul Golland said. “I am sure you will all join me in thanking Brian for all his help, guidance, professionalism and friendship over the years, which have helped make AFIF the success that it has been.”

Floating power plants offer electricity at short notice

As economic lockdowns complicate efforts to bring electricity to every corner of the planet, one company is putting generation units on ships that can sit offshore and plug into local grids at short notice.



Karpowership is busy marketing floating power plants across the developing world, where governments are seeking extra voltage to power hospitals and other facilities to keep the lights on during the coronavirus pandemic.

Vessels can hook into an onshore grid quickly, sidestepping the red-tape and construction issues involved with building a traditional power plant. And these ships come with their own fuel – liquefied natural gas (LNG) and fuel oil – tapping into markets that are currently oversupplied.

Kapowership’s Kaya Bey powership. Photo: Kapowership

The generators on the ships can produce between 36 megawatts to 470 megawatts of electricity and are already fully financed. While the ships use fossil fuels and present a challenge to the global drive for cleaner energy, they remain among the few solutions for feeding power to remote areas. Karpowership has the biggest fleet of the vessels. Starting from the first ship for Iraq, which took three years to build in 2010, it

now operates 25 such ships in 11 countries from Mozambique to Cuba to Indonesia. Coronavirus hasn't slowed work; instead opening opportunities for new markets.

The company converts existing dry bulk vessels, buys engines in bulk and builds them. The ships can use LNG or fuel oil. Some start with the latter and then switch. The company is aiming for its power ships to be operating at 80 per cent LNG-to-power by 2025. The company is building 4,000 megawatts of new capacity on 20 ships, aiming to double the fleet size in the next three to five years, both in terms of megawatts and the number of ships.

New ECP for Port Botany

NSW Ports has announced a new empty container park (ECP) will open on Simblist Road, with the ECP to be operated by Tyne Container Services. It is expected to trade 24/7 and be open for business starting in June 2020. "NSW is an import dominant container market, which can lead to high demand for empty container storage capacity during peak seasons," NSW Ports Chief Executive Marika Calfas said.

"We continue to invest in Port Botany to ensure its ability to efficiently and sustainably cater for trade growth, and through this development we have optimised the utilisation of existing land to create an additional 5000 TEU in container storage capacity to enhance the productivity and efficiency of empty container movements," said Ms Calfas.

The new facility adjoins the existing Tyne (MT Movements) container park.



Take us with you...

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

The advertisement features three workers in safety gear (orange, blue, and red 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 'SHARE' button, and a 'LOG IN' button. The main content area is divided into sections: 'YOUR FOCUS' with articles on 'Five Tips for Forklift Battery Maintenance', 'Exclusion zones and pedestrian safety', and 'How fleet telematics improves forklift operations'; 'INSIDE FORKLIFTACTION' with a note about the website's redesign; 'GLOBAL NEWS' with updates on 'ForkliftAction.com upgrades website, newsletter', 'Toyota upgrades IC forklift line', 'AWP standards postponed', 'Terengganu announces new yard tractors', 'LEEA recognises achievements with 2019 Awards', 'SCLAA presents awards', 'Haulotte Shanghai staff get IPAF training', 'Company fined after accident', 'Rubio embraces virtual reality', and 'Forklift used to ferry giant panda'; and 'ANNOUNCEMENTS' with a note about 'New opportunities for ForkliftAction advertisers'. A 'Keep Moving' logo is also visible on the tablet screen.

HMM launches world's largest containership



HMM recently launched its first of twelve 24,000 TEU containerships *m/v HMM Algeciras*, the world's largest containership. The ship was officially named during a private ceremony at the Daewoo Shipbuilding and Engineering (DSME) shipyard in South Korea. The ship is 399.9 metres long and 61 metres wide and has a nominal TEU capacity of 23,964, making it the world's largest containership. The vessel was ordered in September 2018 as part an order for 20 ultra-large containerships split among South Korea's 'Big 3' shipyards – DSME, Hyundai Heavy Industries and Samsung Heavy Industries (SHI).

At 23,964 TEU, the HMM Algeciras is the world's largest containership. Photo: HMM

HMM Algeciras is the first of seven DSME is constructing for HMM; SHI is constructing the other five. All twelve ships are scheduled to be delivered this year. *HMM Algeciras* will be deployed on THE Alliance's Far East Europe 4 service with a port rotation starting at Qingdao, Busan, Ningbo, Shanghai, Yantian, Suez Canal, Rotterdam, Hamburg, Antwerp, and London, followed by Singapore via the Suez Canal. HMM joined THE Alliance as a full-time member on April 1, 2020. Other members in the alliance include Ocean Network Express (ONE), Hapag-Lloyd and Yang Ming.

Port of Melbourne appoints new EGM Commercial

The Port of Melbourne has appointed Shaun Mooney to the role of Executive General Manager (EGM), Commercial, with oversight of Property and Business Development and reporting to Brendan Bourke, CEO. Mr Mooney is replacing Jim Cooper who left the port in December last year. Mr Mooney joins the Port of Melbourne following a stint at Linfox as General Manager Commercial Projects, and 18 years at the Toll Group, where he held a variety of commercial roles across the group, including EGM - Finance & Commercial – Toll Domestic Forwarding, and Global Head – Automotive & Industrials. Mr Mooney will commence in the role on July 20.

Updates from the Department of Agriculture, Water and the Environment

DCCC meeting

The Department of Agriculture, Water and the Environment Cargo Consultative Committee (DCCC) members met on 19 May via a teleconference hook-up instead of the scheduled face to face meeting due to the current COVID-19 restrictions. An update was given by senior Department personnel on several current biosecurity issues. Freight volumes are currently low but are expected to pick up later this year.

BMSB: The Brown Marmorated Stink Bug season is coming to an end and the Department concluded that the season has been reasonably successful. Measures in place for 2019-20 season have so far led to a decrease in detections, a decrease in biosecurity intervention and a smoother clearance of cargo.

Minister for Agriculture David Littleproud said the risk posed by BMSB was increasing, but Australia was keeping pace. "The number of countries where BMSB is present has increased from 9 to 32 between 2018 and 2020, so the risk is increasing but so are our efforts to keep it out," Minister Littleproud said. "Post biosecurity detections went from 63 last season to 18 for this season, and of these there have been only 4 live BMSB detections, as opposed to 31 last season".

The government has also undertaken 250 seasonal pest inspections of vessels, which resulted in three vessels being turned around due to detections of live BMSB and other hitchhiker pests. The Department approved and registered 216 offshore treatment providers, resulting in more than 65,000 containers – or 40 per cent of those subject to BMSB measures – treated offshore, which meant they had a faster clearance into Australia as they did not require biosecurity intervention on arrival.

The season officially ended on 31 May. The 2020-21 season starts on 1 September and will run until 31 May 2021. Each treatment provider has to apply to renew their licence for the new season. Three new countries will be added to the list of BMSB countries: Ukraine, Portugal and Moldavia. A project funded through the Biosecurity Innovation Program is also investigating a portable BMSB sensory device that will be able to automatically detect BMSB in or on cargo.

Biosecurity: The Department recently announced that the “Onshore Biosecurity Levy” (previously referred to as the “Biosecurity Import Levy”) will not proceed. The Department has confirmed that this decision is a result of the work of the Onshore Biosecurity Levy Industry Working Group (ICHCA was a member), which highlighted the issues in designing an equitable levy that did not create unreasonable regulatory impost. It also acknowledges the pressures Australian industry is currently facing due to the economic impacts of COVID-19. Industry representatives were further advised that activities proposed to be funded by the levy will now be paid for from general revenue. It was emphasised that this result will in no way diminish the government’s biosecurity focus

For the latest information on COVID-19, and other issues please visit the Department’s website:
<https://www.agriculture.gov.au/biosecurity>

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