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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](http://www.ichca-australia.com) . The ICHCA international website is at [www.ichca.com](http://www.ichca.com). To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at [peter.van-duyn@ichca.com](mailto: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
ICHCA SA luncheon.....	2
ICHCA membership renewal notices have gone out.....	2
Record entries to safety award .....	3
Port of Newcastle to build green hydrogen hub.....	3
Kalmar auto straddles heading to Patrick Terminals .....	4
New charter for the Port of Melbourne.....	4
Missed opportunity to advance the decarbonisation of shipping .....	4
New Port of Melbourne CEO starts work.....	6
Zero emission ship completes maiden voyage .....	6
GeelongPort wins green award.....	6
Updates from the Department of Agriculture, Water and the Environment .....	7
ICHCA Contacts.....	9

## ICHCA SA luncheon



*Michael Simms, Flinders Port Holdings, Corey Wingard MP and John Warda, ICHCA Australia Chairman*

ICHCA South Australia recently held a successful industry event at The Lakes Resort Hotel in Adelaide, attended by more than 50 guests from the freight and logistics industry. South Australia's Minister for Infrastructure and Transport Corey Wingard MP was the guest speaker. Mr Wingard has been a member of the South Australian parliament since 2014. He was appointed minister for infrastructure and transport in July last year.

Mr Wingard gave a talk titled, "How the freight industry will integrate with the State's growth agenda". The SA government's current focus is on the cyber sector, digital technology, defence, space technology and agriculture. He highlighted that efficient infrastructure assists in improving productivity in the freight and logistics industry. He indicated that the SA government has allocated \$17.6 billion for infrastructure improvement over the long term.

Infrastructure projects described by Mr Wingard include:

- Improvements on the PBS road work, such as the Greater Adelaide Freight Bypass, and working with the federal government to improve the flow of freight traffic
- Optimising the Melbourne-Adelaide rail network, working with the ARTC
- Continuing work on the North-South Corridor, a 10-year project, which will provide a dedicated non-stop thoroughfare for north and south bound traffic (including freight) passing through the Adelaide CBD. It will have a total distance of 78 km (with 44 km of motorway already complete) with an estimated cost of \$9.9 billion.

The function was a great opportunity for industry participants to come together, enjoy good food and participate in some networking. ICHCA Australia thanks Mr Wingard for his contribution to the event.

The luncheon was sponsored by:



## ICHCA membership renewal notices have gone out

Membership renewal notices for 2022 have gone out. If you are not yet a member, please consider supporting ICHCA Australia via a corporate or individual membership. A short video of who we are and what we do can be found [here](#).

Globally, ICHCA International plays a vital role for businesses involved in cargo handling and will continue to work with major global NGOs. ICHCA works very closely with the International Maritime Organisation to introduce new guidelines and protocols on port and ship operations. Cargo integrity is another major area of work being undertaken by the ICHCA team working with TT Club, the Global Shippers Forum, the

Container Owners Association, and the World Shipping Council on awareness, adoption and implementation of crucial safety practices throughout the global supply chain, such as the CTU Code.

The ICHCA Technical Panel, although restricted in its output during 2021, has re-focused on key issues raised by members. Details of these priorities are available on the [ICHCA International website](#). Virtual and face to face meetings will continue in 2022. However, ICHCA, in Australia and globally, can only provide the trusted advice and guidance that you value for as long as there is membership support through payment of membership fees and participation in our work.

As with most businesses and associations, ICHCA Australia has been unable to hold most of its regular events due to the strict health social distancing requirements and travel restrictions. At ICHCA Australia's most recent board meeting, plans to hold events in all existing state chapters were agreed and more details will be provided in due course.

We look forward to a more stable working environment in 2022 and in advancing the interests of the cargo handling community at large and look forward to seeing you at one of our events. If you have any queries about your membership, please do not hesitate to contact the Company Secretary Peter van Duyn. A link to a membership application form can be found [here](#).

## Record entries to safety award



ICHCA International is thrilled to report a record year for entries to the TT Club Innovation in Safety Award in 2021. With over 50% more submissions than any previous year, the judges have an abundance of creative, innovative and thought-provoking content to consider.

The award was set up to celebrate safety innovation in the global freight supply chain, with entrants required to show that a product, idea, solution, process, scheme or other innovation has resulted in a demonstrable improvement to safety. This award shows that smart, dedicated people are working throughout the cargo handling world to improve safety and we are proud to be part of that endeavour.

Look out for the awards decision and ceremony in the new year!

## Port of Newcastle to build green hydrogen hub

The Port of Newcastle is one of a number of Australian ports looking to build a green hydrogen hub. The Port of Newcastle and Macquarie's Green Investment Group have launched a \$A3 million feasibility study into the development of a green hydrogen hub at the Port that includes the backing of a \$A1.5 million funding grant from the Australian Renewable Energy Agency, secured under its Advancing Renewables Program. The hub, called the Port of Newcastle Hydrogen Hub, will initially be underpinned by a 40MW electrolyser that over time would increase to a capacity of over 1GW.

The feasibility study into the initial 40MW hub will determine a broad and comprehensive range of potential use cases for green hydrogen in the Hunter which build on the region's strong industrial heritage. These include mobility, bunkering, energy production and industrial uses at the scale necessary to position the Hunter at the centre of emerging global green hydrogen opportunities. Developing these use cases would highlight the potential creation of local jobs during construction and operations, the development of new industries and the contribution to Australia's long-term economic and energy security.

The study will also assess the suitability of an optimal site within the Port which, given its large size and existing infrastructure, has a range of options for developing and scaling-up hydrogen and ammonia infrastructure that can successfully link into existing east coast supply chains.

## Kalmar auto straddles heading to Patrick Terminals

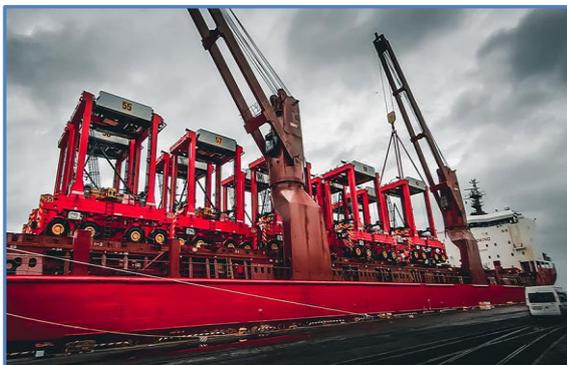


Image: Patrick/Kalmar

Twelve new Kalmar auto-straddles are on their way to Australia from Europe. The new, 8<sup>th</sup> generation automated straddle carriers are part of the stevedore's ongoing fleet renewal program. They will join the existing fleet of more than 130 Kalmar straddles, replacing some of the older generation straddles in the fleet. Five of the AutoStrads will operate at Brisbane and seven are going to the Sydney terminal.

The straddles will be fitted with navigation and commissioned in 2022 and join operations by mid-2022.

## New charter for the Port of Melbourne

The Victorian Government has welcomed the release of the Port of Melbourne (PoM) Tenancy Customer Charter, which clarifies rent pricing and aims to deliver benefits to the port, tenants, and all Victorians. Developed with the Government, tenants and the port industry, the PoM Tenancy Customer Charter has been designed to address the recommendations from the Essential Services Commission (ESC), outlined in their *Port of Melbourne Market Rent Inquiry* report in August 2020.

The Charter explains the rights and responsibilities of the PoM, tenants, and prospective tenants, as well as detailing the processes that apply to lease negotiations and agreements. It will apply to both new and existing leases, which were negotiated and entered into after the port was privatised. The ESC is tasked with resolving disputes in relation to compliance with the new Charter, and as part of the next review of land rents in 2025, will assess the impact of the Charter against its recommendations. The new Charter will help to maintain clarity around pricing at the port, protecting the State's economy.

## Missed opportunity to advance the decarbonisation of shipping

The International Chamber of Shipping (ICS) is disappointed with the outcome of the the latest International Maritime Organization's (IMO) Maritime Environment Protection Committee (MEPC) 77 meeting, which was held recently following COP26 in Glasgow.

ICS Secretary General Guy Platten said: "We are disappointed that the words and commitments made by governments at COP26 have not yet been translated into action. This week's meetings have missed the opportunity to take forward a range of GHG reduction measures which would accelerate the development of zero emissions ships that are urgently needed at scale to decarbonise our sector. It's almost as if COP26 never happened.

"Governments can't keep kicking the can down the road; every delay moves us further away from reaching pressing climate goals. We will continue to work with governments to agree to the suite of measures which the industry has proposed, including the 5-billion-dollar R&D fund as an immediate step to be followed by a levy-based carbon price for shipping. The adoption of both these measures will be the only way to deliver on net zero emissions from shipping by 2050 while ensuring an equitable transition that leaves no-one

behind. The IMO Maritime Research Fund is the only proposal on the table ready for immediate agreement. If it is not taken forward soon, we fear this will signal to the world, following COP26, that IMO is no longer truly serious about maintaining its leadership on GHG issues and that others may then move in to fill the vacuum. We will continue to work with governments to ensure that concerns are addressed so that this fund can be implemented as soon as possible.”

I have written more widely about COP26 and decarbonising the shipping industry in *The Conversation*, which can be found [here](#).

Peter van Duyn



**Take us with you...**

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

The advertisement shows 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-REQ), a search bar, and several article teasers such as 'Five Tips for Forklift Battery Maintenance', 'Excavator zones and pedestrian safety', and 'How fleet telematics improves forklift operations'. The website also features a 'Keep Moving' section and an 'ANNOUNCEMENTS' section.

## ACCC releases annual Container Stevedoring Monitoring Report

The Australian Competition & Consumer Commission’s (ACCC) recently released *Container Stevedoring Monitoring Report 2020-21* looks at the impact of the current global logistics crisis on Australia’s container trade, as well as the prices, costs, and profits of stevedores at Australia’s international container ports.

The ACCC report that a surge in demand for containerised cargo combined with extreme congestion across the global supply chain have caused major disruptions and delays. A number of Australian exporters are struggling to meet their contractual obligations, and some large retailers are so concerned that their cargo will not arrive before Christmas, they are buying their own shipping containers and chartering their own vessels.

“International shipping line movements normally run lean and just-in-time, but a surge in demand and COVID-19 outbreaks that have forced numerous port operations to temporarily shut down have caused congestion and delays with a cascading effect across the globe,” ACCC Chair Rod Sims said. “Pre-pandemic, the sector would have likely been able to manage such a surge in containerised demand, but the simultaneous destabilisation of almost every part of the supply chain has left them without any spare capacity and struggling to cope,” Mr Sims said.

The report shows that freight rates on key global trade routes are currently about seven times higher than they were just over a year ago. However, even at these rates, shipping lines cannot guarantee on-time delivery. “The margins of Australian importers and exporters are being squeezed, as they are all around the world, and the current situation is very challenging for businesses that rely on container freight,” Mr Sims said.

The ACCC considers that the normal operation of the global supply chain will be restored, and freight rates will fall once the shocks caused by the pandemic are over. However, it warns that Australia risks becoming a less attractive destination for shipping lines unless productivity, workplace relations, and supply chain inefficiencies are addressed. A copy of the report can be found [here](#).

## New Port of Melbourne CEO starts work

The Port of Melbourne (PoM) is delighted to welcome Saul Cannon who recently joined as the CEO. Mr Cannon comes to the PoM from Toll Group, where he was most recently the chief financial officer. He has extensive experience in the transport, logistics, and infrastructure sectors, having also held senior roles with Asciano and Telstra prior to joining Toll.

The PoM plays a critical role in enabling Australia’s economic and social prosperity by facilitating the flow of container trade in and out of the country. As CEO, Mr Cannon will guide PoM in the next stage of the port’s growth and development, driving implementation of the *Port Development Strategy*, including the planned transformation of the port rail network, and expanding the port’s capacity to support Victoria’s ongoing economic and trade growth. Mr Cannon and the PoM team look forward to continuing to work closely with their tenants and port users to deliver a strong and productive future for the port.

## Zero emission ship completes maiden voyage

The first autonomous zero-emission container ship *Yara Birkeland* has completed its maiden voyage in the Oslo Fjord. A two-year technology test phase begins before the ship is certified as “an autonomous, all-electric container ship.”



Source: [Kongsberg.com](https://www.kongsberg.com)

The company expects the *Yara Birkeland* to handle the equivalent of 40,000 truck trips between the fertiliser production facility in Porsgrunn, southern Norway, to Brevik for onward transport. Fertiliser firm Yara commissioned shipbuilder Vard in 2017. It has taken Yara partner Kongsberg until now to get the maiden voyage underway. Commercial transport operations are to start in 2022 – initially still manually controlled.

During the two-year test phase, the vessel’s self-propelled technology will be tested and later certified. The ship has an all-electric propulsion system (2x 900kW Azipull pods and 2x 700kW tunnel thrusters), which draws its energy from a 7 MWh electricity storage system from Leclanché. The 80-metre-long and 15-metre-wide vessel can transport up to 120 20-foot containers per trip.

## GeelongPort wins green award

GeelongPort has become the first port in Australia to achieve Climate Active carbon neutral certification for its business operations. Reaching carbon neutrality was one of the long-term objectives in GeelongPort’s

20-year Environment Strategy released in 2019. GeelongPort is delivering on this objective by sourcing renewable energy and offsetting all residual carbon emissions.

GeelongPort CEO Brett Winter is thrilled that GeelongPort has become the first port in Australia to be Climate Active carbon neutral certified for its business operations. “At GeelongPort we acknowledge that climate change is one of the biggest challenges facing communities globally, and we are committed to doing everything we can to reduce our impact,” he said.

GeelongPort says they are committed to becoming Australia’s most sustainable bulk port. As an infrastructure asset and key regional gateway for Australia’s supply chains, GeelongPort can play a key role in responding to the impacts of climate change, helping to transform Victoria’s supply chains toward a clean energy future.

## Updates from the Department of Agriculture, Water and the Environment

### More biosecurity officers employed

Australia’s frontline offensive against biosecurity risks, such as African swine fever (ASF) and hitchhiker pests, was recently bolstered. An additional 96 biosecurity officers have started work with a focus on tackling the evolving threats. Minister for Agriculture and Northern Australia David Littleproud said the bulk recruitment was part of the Australian Government’s commitment to get more frontline “boots on the ground”.

“The 96 officers will be posted in major ports, airports and mail centres as a frontline deterrent against African swine fever and hitchhiker pest threats,” Minister Littleproud said. “Frontline resources are critical to managing emerging biosecurity risks. Our officers inspect, identify breaches and issue infringements at airports and mail centres.”

### Feedback on the Plant Pest Action Plan

The Department of Agriculture, Water and the Environment, would like to invite you to provide feedback on the draft *National Hitchhiker (Contaminating) Plant Pest Action Plan 2022–2032* currently out for consultation. You can provide your feedback online through the department’s **‘Have Your Say’** forum or directly via email to [plantpestpreparedness@awe.gov.au](mailto:plantpestpreparedness@awe.gov.au).

The draft *National Hitchhiker (Contaminating) Plant Pest Action Plan 2022–2032* has been developed by the Department of Agriculture, Water and the Environment, in partnership with industry, and state and territory governments. The plan provides a national approach to preventing hitchhiker plant pests coming to Australia and establishing here. Priority areas in the plan identify actions to build national capability to prevent, prepare for, and respond to the threat of hitchhiker plant pests. These serious pests could enter Australia through a variety of means, including ‘hitchhiking’ in luggage and shipping containers. They are able to spread globally through trade and movement of people and are often able to remain undetected and survive long periods in transit.

Please provide your comments in track changes on the draft Plan and update any current activities (if relevant) by 14 January 2022. Please let [plantpestpreparedness@awe.gov.au](mailto:plantpestpreparedness@awe.gov.au) know if you have problems meeting this timeframe, or if you have any questions.

### Burnt Pine Longicorn beetle season starts

The Department has commenced its annual heightened surveillance regime for managing the risks posed by Burnt Pine Longicorn (BPL) beetles on vessels departing from New Zealand from midnight, 24:00 hours

(NZST), on 15 November 2021. After the submission of pre-arrival reporting by vessel masters or shipping agents, the Maritime Arrivals Reporting System (MARS) will email a BPL questionnaire to targeted vessels.

The Department's National Maritime Centre (NMC) officers will then advise, through the Biosecurity Status Document (BSD) issued from MARS, if a BPL inspection is required.

### **DCCC meeting**

The Department of Agriculture, Water and the Environment Cargo Consultative Committee (the Committee) met via virtual platform on 25<sup>th</sup> November 2021. The Committee acknowledged the national biosecurity system was facing multiple issues on multiple fronts, including increasing supply chain complexity, changing consumer behaviour and trade patterns, and a greater array of pest and disease threats. As mentioned earlier more biosecurity officers have been employed to assist with improving service levels. An update was given on the biosecurity cost recovery arrangements and financial report.

The Committee will meet again in March 2022. If you would like more information, please contact ICHCA representative on the Committee Peter van Duyn.

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