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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.

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## ICHCA SA Adelaide Luncheon

ICHCA South Australia is to host its third business luncheon for 2021. It will be held at the Lakes Hotel on Wednesday 3 November. South Australia's Minister for Infrastructure and Transport Corey Wingard is scheduled to be the guest speaker. He will speak on "How the freight industry will integrate with the state's growth agenda".

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.

For more information and to register for this event, see ICHCA Australia's [events page](#).

The event is sponsored by:



## ICHCA and TT Club open Innovation in Safety Award

ICHCA International, the global cargo handling association, has opened the 2021 TT Club Innovation in Safety Award, which aims to highlight the importance of safety at a time of increased operational demands on cargo handling infrastructure and operations worldwide. The goal of the Award is to both champion and celebrate the many companies and individuals around the world who are 100% dedicated to 'making it safe' every day, and acknowledge and foster innovation to improve safety in cargo operations and logistics.

Please follow the link below for further information and details on how to enter.



## TT Club warning on abandoned cargo

With supply chain congestion and widespread delays in the international container trades set to continue, the vexatious challenges of abandoned cargo will remain and probably increase. In its role as risk prevention advisor to the industry, TT Club has issued a StopLoss document to provide practical guidance on the issue to stakeholders across the supply chain.

The potential catastrophic impact arising from the deterioration of abandoned cargo cannot be disregarded as a remote risk. However, there are considerable costs accruing from container demurrage, detention, storage and disposal resulting from cargo that, for a variety of reasons, is no longer required by the original receiver or consignee, and is simply abandoned at a port terminal or cargo facility. Increased risks of safety and regulatory infraction are inevitably consequent, as well as significant demand on management and operational resources to resolve individual cases.

“Levels of cargo abandonment have always been problematic to forwarders, NVOCs, logistics operators and, of course container terminals,” comments Peregrine Storrs-Fox, TT’s risk management director. “The surge in container demand over recent months has however compounded container ship capacity issues, port congestion and consequent severe transit delays. These factors will do little to alleviate the practice of cargo interests, in circumstances of loss of market for goods or bankruptcy, simply relinquishing ownership of consignments.”

Those left with the responsibility of removing and/or disposing of the goods and returning the container to the appropriate carrier are in need of guidance and TT’s StopLoss publication, *Abandonment of cargo: Avoiding the pitfalls*, is designed to deliver just that. It identifies ‘red flags’ that forwarders, logistics operators and carriers should consider – certain commodities such as waste, scrap, materials for recycling and personal effects, and previously unknown shippers, particularly individuals rather than companies. Furthermore, once the cargo is defined as abandoned, StopLoss outlines the role of enforcement agencies and the responsibilities of others involved in the supply chain.

*Abandonment of cargo: Avoiding the pitfalls* is available for download on the TT Club website: <https://www.ttclub.com/news-and-resources/publications/stoploss/stoploss-abandonment-of-cargo/>

TT Club is an ICHCA Australia and ICHCA International member.

## ICHCA and IVODGA to join forces



*X-Press Pearl on 3 June 2021; Image: Sri Lanka Air Force*

Container ship fires and explosions in port storage facilities continue to be the result of poorly packed and misdeclared hazardous materials as they move through the global supply chain, according to International Cargo Handling Co-ordination Association (ICHCA). The independent, not-for-profit organisation has signed a memorandum of understanding with the International Vessel Operators Dangerous Goods Association (IVODGA) to disseminate guidance on correct safety procedures for handling dangerous goods.

The collaboration of these two expert bodies is significant in producing clearly defined guidelines to best practice based on years of practical experience in handling dangerous goods. They will work closely on joint projects to improve standards across numerous common safety issues affecting the transport of dangerous goods. CEO of ICHCA International Richard Steele said, “The extraordinary disaster in Beirut last August was an all too unwelcome wake-up call to everyone involved in the transport, storage and distribution of dangerous materials.”

## Port of Melbourne CEO to step down

Brendan Bourke, CEO of Port of Melbourne, has announced his retirement. Mr Bourke joined the Port as CEO in 2016, just after the awarding of the 50-year port lease to the Port of Melbourne Group (PoM). Since that time, Mr Bourke has led significant programs and projects including the Port Development Strategy that outlines how the port will adapt to growth over the next 30 years.

“Brendan has demonstrated outstanding commitment and leadership to PoM and I want to publicly thank Brendan for his service in ensuring the port continues to perform its essential role in facilitating trade and contributing to the State’s economy.” said Chairman John Stanhope. The PoM board is pleased to

announce that Mr Saul Cannon has been appointed as the new CEO at PoM and will start on 15 November 2021. Mr Cannon is currently the CFO at Toll Group and has extensive senior leadership and relevant industry experience.

## **Container terminals disruptions expected**

Several Australian container terminals have recently been disrupted by COVID outbreaks. Three terminal operators have been affected and had to close for one or more days, severely disrupting both ship working and landside operations. It is expected that despite all stevedoring operators having well-developed COVID-safe plans, more interruptions could occur. The industry has asked that vaccination of all transport and logistics industry workers be prioritised.

On top of these interruptions, the Maritime Union recently announced far reaching stoppages at all Patrick Container Terminals as part of their protected industrial action to support their enterprise bargaining. The stoppages are expected to cause major disruptions and could lead to delays in the delivery of goods for the Christmas period. Patrick and the MUA have been in enterprise bargaining negotiations for more than 18 months.

## **ACCC to investigate price increases in the container transport industry**

The Australian Competition and Consumer Commission (ACCC) chairman Rod Sims has indicated that the ACCC will conduct investigations into alleged price gouging by shipping lines and port operators. The ACCC is investigating whether anti-competitive behaviour in the cargo industry has caused price increases. Importers and exporters have welcomed the regulator's inquiry into the dramatic price increases on the waterfront

Shipping Australia says high freight rates are caused by higher demand for products and port congestion. "We have a narrowly focused investigation as to whether there is a breach of competition laws in relation to containers," Mr Sims said. The wider issue of shipping and freight costs would be looked at in more detail in the ACCC's annual stevedoring monitoring report, which will be released in November.

## **New CEO for Australian Trucking Association**

Mr Michael Deegan has been appointed as the Australian Trucking Association's (ATA) new CEO. Mr Deegan has more than 20 years' experience in road freight transport policy and is well respected across industry. His previous senior roles include Chair of the National Transport Commission, National Infrastructure Coordinator at Infrastructure Australia, and CEO of the South Australian Department of Planning, Transport and Infrastructure.

Mr Deegan's involvement with trucking began with driving heavy vehicles in mines and has evolved to include an instrumental role in the establishment of PBS and vast experience with heavy vehicle charging policy. "Michael is an expert at developing and implementing visionary strategies, responsible for Australia's first national transport plan and first national freight strategy," said ATA Chair David Smith. "The ATA board believes Michael is the leader we need to push ahead with the extensive work the ATA and its members have done on our strategic plan," he said.

As CEO, Mr Deegan will work with ATA members to refine and implement the plan, as well as improving member engagement and leading strategic lobbying activities.



## Port of Melbourne Container Logistics Chain Study released

The Port of Melbourne’s Container Logistics Chain Study (CLCS) shows significant changes in the way freight moves through the port. The report lays out the trends in the location of imports and exports and growth areas, to inform transport and land use planning and community amenity considerations.

Brendan Bourke, CEO of Port of Melbourne, said the study is a significant investment by Port of Melbourne. “We committed to the project because we recognise the need to provide an up-to-date picture on container movements along the supply chain across all of Victoria and interstate,” he said.

A statement from the port said this type of container tracking report was last undertaken in 2009, since when the supply chain has experienced significant changes, with dramatic disruptions such as COVID-19. The report shows a big shift in the final destination of import goods that pass through the port. There was a 41% increase in containerised freight heading to Melbourne’s western suburbs as the final destination since 2009.

From an export perspective, the report shows Warrnambool and Mildura as key drivers of Victorian exports through the port with an average of 5% each, with the Southwestern Corridor producing the most export containers in Victoria. The report also shows that the rail mode share decreased between 2009 and 2019. While more containerised freight was moved by rail in 2019 (138,000 TEU compared with 135,000 TEU in 2009), the rail mode share fell to 17% from 20% in 2009.

GHD Advisory developed the report with support from the Victorian Department of Transport. The full report can be found here: [Container Logistics Chain Study \(CLCS\) - Port of Melbourne](#)



**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 sections for 'YOUR FOCUS', 'INSIDE FORKLIFT ACTION', 'GLOBAL NEWS', 'IN THE DISCUSSION FORUMS', and 'ANNOUNCEMENTS'. The website header includes 'FORKLIFT ACTION HELI' and 'CHINA NO.1 WORLD TOP 7'.

## Maersk sells container manufacturing arm

China International Marine Containers (CIMC), the world’s largest container manufacturer, will acquire reefer factory Maersk Container Industry (MCI), an A.P. Moller – Maersk subsidiary that has been the

subject of a sell-off for many months. The value of the transaction is US\$987.3 million, further bolstering what will be Maersk's greatest ever annual financial results.

CIMC will take over MCI's entire organisation and assets, which include a reefer factory in Qingdao, China, as well as its R&D and test engineering facilities in Tinglev, Denmark. "The divestment of MCI is part of A.P. Moller – Maersk's business transformation, where focus is on being an integrated container transport and logistics company creating customer value across the entire supply chain," said Henriette Hallberg Thygesen, CEO of fleet and strategic brands at A.P. Moller – Maersk.

Mai Boliang, chairman and CEO of CIMC, said: "By leveraging technology and innovation we want to create a new growth platform within cold chain." Chinese factories now account for more than 96% of the world's dry cargo containers and 100% of the world's refrigerated containers.

## Vale John Coombs

John Coombs, former national secretary of the Maritime Union of Australia and an instrumental figure in the broader union movement, has died at the age of 81 after a long illness. Mr Coombs joined the Waterside Workers Federation (WWF) in 1968 and became the WWF delegate for Consolidated Cargo Care in 1972. But it was his leadership role in the 1998 Patrick waterfront dispute for which he would become most widely recognised and remembered.

Paying tribute to Mr Coombs in a statement, MUA national secretary and ITF president Paddy Crumlin described the former MUA leader as an inspiration to a generation of young trade unionists who are now at the forefront of trade union leadership today. "John will be greatly missed, a person of courage and character enjoying the great wit and sense of humour of the Australian waterfront," he said.

## Leadership development scholarships available for women in transport and logistics

Women & Leadership Australia provides world-class leadership development programs for emerging, middle, and senior women leaders. Their programs bring together the latest in leadership theory and practice, with a focus on applied learning, and are designed to foster excellence and equity in leadership across Australia.

Scholarships are now available through Women & Leadership Australia to encourage more women to step into leadership roles and to support the further development of current women leaders in the transport and logistics sector. Partial scholarships of \$1000 to \$5000 will support participation in one of three leadership development courses designed for emerging through to senior leaders.

Apply by 30 November 2021 or find out more at: <https://www.wla.edu.au/>

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

### New website

From 18 October 2021, the department is merging its three main department websites (agriculture.gov.au, environment.gov.au and awe.gov.au) under one single brand: [awe.gov.au](https://www.awe.gov.au). This is a significant milestone in our web transformation project. This first stage of the transformation will see temporary redirects in place from the old websites to the new site. It is important for website users to update bookmarks and get familiar with the new navigation and layout of [awe.gov.au](https://www.awe.gov.au).

Stage 2 will occur over the next few years involving a full redevelopment of the merged website including consultation with website users to help understand their needs to build a useful, purposeful website. To support the transformation there will be a freeze on publishing non-critical website updates from 4 to 22 October 2021. This does not affect the publishing of Import Industry Advice Notices.

The [biosecurity.gov.au](https://www.biosecurity.gov.au) website will remain a central hub for biosecurity information to bring together resources from the Australian government, state and territory governments, industries, and non-government agencies, and deliver clear pathways for advice and information to help understand and manage biosecurity risks.



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