



December 2020

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.

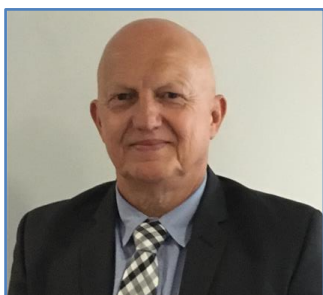
ICHCA Australia Ltd is proud to be part of the ICHCA International Ltd global network. To access past newsletters and other useful information go to the ICHCA Australia website at www.ichca-australia.com . The ICHCA international website is at www.ichca.com. To join ICHCA please contact Peter van Duyn, 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 |
| Season’s greetings..... | 2 |
| Record grain crop predicted..... | 2 |
| Significant container loss at sea | 3 |
| ACCC’s Acacia Ridge terminal appeal unsuccessful | 3 |
| Supply chain workers to get vaccinated as a priority | 4 |
| Zero emissions vessel delivered..... | 4 |
| Grain train derailed near Port Kembla | 6 |
| Updates from the Department of Agriculture, Water and the Environment | 6 |
| ICHCA Contacts..... | 8 |

Season's greetings

To all readers of our newsletter, on behalf of ICHCA Australia, I wish you all the best for the festive season and a happy, prosperous 2021. I hope you are able to take a well-deserved break over the holiday period.



As you are all aware, the challenges of 2020 have been unrelenting and continue to present difficulties for many over the Christmas break. I'm sure most of us are keen to leave 2020 behind and are all looking forward to 2021 and whilst it will undoubtedly present its own challenges, we should be optimistic about what lays ahead and the hope of a some "normality" coming back into our lives at home and in our businesses.

John Warda, Chairman ICHCA Australia

Record grain crop predicted

THE latest *Australian Crop Report* from the Australian Bureau of Agricultural and Resource Economics forecasts a 76% rise in Australia's 2020-21 winter crop production, to 51.5 million tonnes, second only to the record 56.7 million tonnes in 2016-17. New South Wales is on the verge of a record-breaking winter crop, with forecast production of more than 17.6 million tonnes.

ABARES Executive Director Steve Hatfield-Dodds said production in key cropping regions in New South Wales, Victoria and South Australia was boosted by favourable conditions during the critical grain development phase. "Crops in these states were generally in very good condition at the end of winter, and the favourable rainfall during September and October was perfectly timed for the growth cycle," Dr Hatfield-Dodds said. "Production is expected to be a record high in New South Wales, the second highest on record in Victoria and well above average in South Australia. "Overall, for Australia, the December forecast is a 7.4% upward revision from the figure in the September 2020 *Australian Crop Report*. "For the major winter crops, wheat production is forecast to increase by 106% from last year to 31.2 million tonnes, the second highest on record," he said.

Barley production is forecast to increase by 33% to 12 million tonnes, the second highest on record, and canola production is forecast to rise by 59% to 3.7 million tonnes, the fifth highest on record. Chickpeas production is forecast to increase by 162% to 737,000 tonnes and oats production is forecast to increase by 89% to 1.6 million tonnes. Dr Hatfield-Dodds said production forecasts for Western Australia and Queensland have been adjusted to reflect the less favourable conditions in late winter and early spring. "We still expect these two states to record significantly increased production on last year's levels but have revised down those forecasts slightly taking into account less than expected rainfall," Dr Hatfield-Dodds said.

The report also notes that the latest three-month climate outlook (December to February), issued by the Bureau of Meteorology on 19 November, indicates summer rainfall is likely to be above average in most summer cropping regions. Summer crop production is forecast to rise by 322% to 3.7 million tonnes, reflecting the expected increase in planted area and an assumed return to average yields from the historically low yields in 2019-20.

Significant container loss at sea

The container ship *ONE Apus* was sailing from Yantian, China to Long Beach, California on November 30, when it encountered heavy weather with gale-force winds and large swells, causing the ship to roll heavily and lose some 1,816 containers overboard.



Photo courtesy W K Webster & Co.

The ship was located approximately 1,600 nautical miles northwest of Hawaii at the time. The owners and managers of the 14,000 TEU vessel, Chidori Ship Holding LLC and NYK Shipmanagement Pte Ltd, respectively, said, “Early investigations onboard the *ONE Apus* have determined that the impacted container bays remain unsafe for close-quarter inspections; however, it is estimated that the number of lost or damaged units could exceed 1,900, of which some 40 are believed to be DG containers.”

The owners and managers said in a FAQ, “The vessel’s operational equipment, cargo gear, and propulsion machinery are in good condition and the officers and ratings are highly motivated, experienced, loyal and well-trained seafarers. The root cause analysis and full investigation will look at all aspects of the situation, including the vessel’s routing, loading, equipment, and fitness for purpose in very extreme weather. We must ensure no such loss occurs again.” The *ONE Apus* will be investigated by the Flag State (Japan) and other relevant maritime authorities. After the incident, the vessel was diverted to the Port of Kobe, Japan.

The operation to remove dislodged containers from the *ONE Apus* has started after permission was granted by the Japanese Coast Guard. The containership remains berthed in the Port of Kobe, where it arrived on 8 December after returning from the Pacific Ocean. The operation to remove the collapsed containers remaining on deck is expected to take over one month. “The careful removal of the dislodged units under a schedule formulated by stowage planners is expected to take over a month, with safety the number one priority. Once unloaded, each will be assessed, and when the discharge of cargo is complete, there will be a full assessment of damage to the vessel and subsequent repairs,” the owners and managers said.

Drone footage of the vessel’s arrival at the Port of Kobe can be seen by clicking [here](#).

ACCC’s Acacia Ridge terminal appeal unsuccessful

The High Court of Australia has dismissed the ACCC’s application for special leave to appeal from the Full Federal Court’s decision that Pacific National’s acquisition of the Acacia Ridge terminal from Aurizon would not be likely to substantially lessen competition. The dismissal of the ACCC’s application for special leave means that the decision of the Full Federal Court stands, and Pacific National can proceed with its acquisition of the Acacia Ridge Terminal.

ACCC Chair Rod Sims said, “The ACCC sought special leave to appeal to the High Court because we considered that this case raised important issues about the application of Australia’s merger laws. This case also involved important markets. We considered that Pacific National’s acquisition of the Acacia Ridge terminal would likely have a significant impact on competition in intermodal rail, with flow-on effects for consumers and the wider economy.”

“The ACCC’s case centred around the proposed acquisition of the Acacia Ridge intermodal terminal in Brisbane. With the acquisition set to proceed, Australia will be left in the position where the dominant

intermodal rail linehaul services provider will also own the critical infrastructure that potential competitors need to access in order to compete,” said Mr Sims.

Supply chain workers to get vaccinated as a priority

Ports Australia Chief Executive Mike Gallacher wants all supply chain workers to be prioritised for the COVID-19 vaccine, given their critical roles. Mr Gallacher was responding following a statement from the Australian Airports Association calling for aviation workers to be prioritised for the vaccine.

He said that once the vaccine began to make its way around the world, Australia must be prepared for its freight task to grow as the international supply chain returned to full capacity. “Working on the front line – whether it be on a port, airport, ship, truck or train – means you’re coming into contact with high volumes of people and essential freight,” Mr Gallacher said. “To prioritise the health of supply chain workers is to prioritise the security of the supply chain and safety of Australian people. These supply chain gateways and forwarders are pieces of critical infrastructure which cannot be overlooked in planning for a recovery out of COVID-19 once the vaccine hits.”

Zero emissions vessel delivered



The long-awaited zero-emission container vessel *Yara Birkeland* has been delivered to its owner Yara International, according to Norway-based shipbuilder Vard.

Upon delivery, the vessel is scheduled to undergo testing for container loading and stability before it sets sail to a port and test area in Horten for further preparations for autonomous operation. The latest update comes on the back of the project being halted back in May 2020 due to the impact of COVID-19.

Yara Birkeland; Image courtesy: Vard

The hull of the *Yara Birkeland* vessel was launched to sea at Vard Braila in Romania in February 2020 and arrived at Vard Brevik in Norway in May, where she was scheduled to be fitted with various control and navigation systems and undergo testing before delivery to Yara. Yara said that the construction of the ship has been done according to plan with slight delays, including the fitting of the battery, control and navigation systems. Nevertheless, the autonomous logistics on land have proven to be a challenge for the project.

“For the autonomous logistics on land the project team continues to look for simplified solutions to this,” the company said. “Yara’s goal is to complete the project and bring the emission-free ship into commercial operation. Different ownership models or partnerships will be evaluated for operation and commercialization.”

Yara Birkeland is 80 metres long, 15 metres wide, and can accommodate 120 standard 20-foot containers (TEU). It is planned that the vessel will ship products from Yara’s Porsgrunn production plant to Brevik and Larvik in Norway, helping to move transport from road to sea and thereby reducing noise and dust, NOx and CO₂ emissions.

Port of Townsville commits to halving baseline emissions

The Port of Townsville has released its vision for the next 30 years, charting a course for the delivery of “sustainable prosperity”. *Port Vision 2050* is a sustainability plan for Australia’s largest copper, lead, zinc, sugar and live cattle port. The 12 strategic objectives and 27 initiatives across four priority areas of planet, community, people and prosperity capture the port’s long-term vision and set a clear roadmap for how to get there. The plan includes the specific actions the port will take over the next five years to achieve its goals.

Among the 30-year goals are:

- Becoming a climate-positive, climate-ready port, planting an additional million trees and halving baseline emissions
- Transforming 10 hectares of land along Ross Creek into vibrant waterfront destinations
- Supporting \$5 million in local community projects through a newly established Port Community Fund
- Delivering the \$1.6bn port expansion in line with trade needs and facilitating more than \$700 billion in economic value for Northern Australia.

Port of Townsville CEO Raneë Crosby said *Port Vision 2050* upholds the port’s long and proud tradition of servicing and strengthening communities and the economic prosperity of northern Queensland. “We exist to create prosperity for our communities and value for our customers and shareholders through world-leading sustainable operations,” she said. “Looking forward to 2050, we will be more than 180 years old. To continue to serve our communities, grow the trades and services of the future and ensure strategic defence and cruise capability for the future, our ports will require expansion and modernisation. As we grow, we have a sharp focus on ensuring our developments and operations protect and improve our surrounding environment and the lives of our communities,” said Ms Crosby.

Port Vision 2050 has been developed with insight collected through a comprehensive materiality assessment and aligned to the United Nations’ Sustainable Development Goals.



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 Forklift Action website. The website header includes the logo, navigation links (NEWS, DIRECTORY, FORUMS, MACHINERY-ON), and a 'subscribe free' 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 FORKLIFT ACTION' with a 'Keep Moving' graphic; 'GLOBAL NEWS' with headlines like 'Forkliftaction.com upgrades website, newsletter', 'Toyota upgrades IC forklift line', and 'AWP standards postponed'; and 'ANNOUNCEMENTS' with 'New opportunities for Forkliftaction advertisers'. A 'subscribe free' button is prominently displayed at the bottom of the tablet screen.

Grain train derailed near Port Kembla



Photo: Lake Illawarra Police District

Recently, a grain train on its way to Port Kembla derailed south of Sydney on the Moss Vale to Unanderra freight line. Neither crew member was injured in the incident, which occurred early in the morning, and resulted in 39 wagons, carrying a total of 2,600 tonnes of wheat, leaving the track.

The train was owned and operated by Qube and was bringing wheat from Temora on the south-west slopes of NSW to Qube's Quattro terminal in Port Kembla to load an export cargo.

The derailment occurred only a few kilometres from the train's destination.

The Australian Rail Track Corporation (ARTC) manages the line on which the incident occurred. In a statement ARTC said the safety regulators currently have control of the site to conduct investigations, while ARTC is assessing recovery and repair tasks. Due to the location of the derailed wagons and damage to the track, the recovery process will face access challenges. The Moss Vale to Unanderra line is closed until further notice. ARTC said it was working with customers to identify potential alternative train routes to the port.

In a statement on Twitter, Qube Holdings Ltd said transport and safety investigations into the incident have already commenced and Qube was assisting authorities with their inquiries. "It's unclear when the track will be cleared but crews are working now to clear the site," the Twitter post read. The grain is believed to be destined for a vessel bound for Sri Lanka that is due to berth in Port Kembla.

East coast grain exporters are closely monitoring the situation in regard to grain exports out of Port Kembla. The line is critical in bringing grain from the south-west slopes and Riverina into Port Kembla. An update on when the line is likely to be reopened has not yet been provided, but given the remote location of where the damage occurred, it is unlikely to be before the end of the year. With shipping slots at a premium and a massive export program underway, exporters are thinking of other alternatives to get their grain to Port Kembla.

Updates from the Department of Agriculture, Water and the Environment

Service levels

Industry is reporting delays in services provided by the Department of Agriculture, Water and the Environment. Delays are being experienced in document processing time (especially for Imported food shipments), inspection booking availability and issuance of post treatment releases, amongst other delayed services.

First Assistant Secretary of Biosecurity Operations Division Colin Hunter has been tasked by the Department's Deputy Secretary Andrew Tongue to liaise with industry to minimise disruptions.

Khapra beetle

The Department is implementing urgent actions to address the risk of khapra beetle (*Trogoderma granarium*) on a range of plant products that are hosts to this pest. Khapra beetle is Australia's number two national priority plant pest and the number one priority plant pest for grains. It is not yet present in Australia, but it is a highly invasive pest that will pose a major threat to the grains industry if it gets into the country. Khapra beetle destroys grain quality making it unfit for human or animal consumption.

These urgent actions are being implemented in phases. The Department is currently working through what the revised measures for shipping containers will involve. A range of measures are being considered, including possible treatment options. At a recent DCCC meeting with industry the Department undertook to consult with stakeholders on the proposed measures for containers over the coming months. These consultations will provide industry with the opportunity to ask questions and provide feedback about the proposed measures.

Please refer to **IAN209 2020** for further information on target risk khapra beetle countries. Enquiries can be directed to 1800 900 090 or via email at **imports@agriculture.gov.au** (please title the subject line of the email with 'Plant Tier 2 – khapra urgent actions').

For more information go to: **<https://www.agriculture.gov.au/pests-diseases-weeds/plant/khapra-beetle/urgent-actions>**

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

ICHCA Australia is a member of the Department's Cargo Consultative Committee (DCCC). If you would like more information or want to raise any issues for consideration by the DCCC, please contact Peter van Duyn.

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: sstrang@stxgroup.com.au

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

ICHCA AUSTRALIA LIMITED (IAL) PRIVACY POLICY

IAL's Privacy Policy details are available by contacting the Company Secretary, Peter van Duyn, via e-mail peter.van-duyn@ichca.com or telephone 0419 370 332.

Our contact with you

If you do not wish to receive further copies of this newsletter, please advise peter.van-duyn@ichca.com and the distribution will be cancelled. If you wish to have it sent to other people in your organisation or contacts in the cargo handling industry, please advise us.