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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 and TT Club Innovation in Safety Award

Nominations closing soon!

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 to acknowledge and foster innovation to improve safety in cargo operations and logistics.

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



APM Terminals and ZPMC enter into strategic alliance

A memorandum of understanding (MoU) between APM Terminals and ZPMC will change equipment purchasing from a purely transactional process to a more strategic collaboration with strong focus on automation. With automation being one of the key components of APM Terminals' strategy of "Safer, Better, Bigger", it is critical for the company to have access to adequate, state-of-the-art automated equipment for its diverse terminal portfolio. However, the common industry practice of transactional customer-supplier relationships has proven less effective in complex automation deployments that require a more integrated approach between APM Terminals and the supplier.

APM Terminals is implementing a strategic alliancing framework, initiated with the signing of an alliance MoU with port equipment manufacturer ZPMC (Shanghai Zhenhua Heavy Industries Company Limited). The focus of this MoU is the joint development and deployment of a wide range of automated solutions, including automated container handling equipment.

Signed on 11 October by APM Terminals CEO Morten Engelstoft and ZPMC Chairman and President Liu Chengyun in a virtual ceremony, the MoU also includes an order for 18 ship-to-shore (STS) cranes and 9 yard cranes across six terminals and the reservation of production slots for an additional 25 STS cranes and 62 yard cranes in the future. "With this alliance, we are leveraging our 23-year-long relationship more effectively, in which APM Terminals demonstrates strong commitment towards ZPMC and in return receives prioritization of factory capacity, access to the best resources, active involvement in product development according to our needs, and a commitment to maintain the relationship on a long-term basis", commented APM Terminals CEO Morten Engelstoft.

ZPMC Chairman and President Liu Chengyun highlighted the progress his company has already made in several domestic automation projects in China. "I hope these good experiences will now translate into even better results for APM Terminals, as we now embark on this strengthened collaboration based on innovation and co-development", Mr Chengyun said.

Vale Daryll Hull

Professor Daryll Hull passed away suddenly on Thursday 30 September 2021 in Newcastle's John Hunter Hospital. He was a greatly appreciated and much-loved man who was a well-known and highly respected industry figure. With an illustrious career spanning 40 years, Daryll has made tangible impact across the realms of industry, business, government and academia. Through his commitment and dedication, he leaves lasting impressions on many and will be remembered for his brilliant mind, generous spirit, and steadfast belief on the form and meaning of decent work, cooperative management and common ownership as the underpinnings of a new global social and economic paradigm.

Daryll was a fellow of the Chartered Institute of Logistics and Transport (CILT), a fellow of the Australian Institute of Company Directors (AICD), and a fellow of the Global Labour Organization (GLO). His legacy will continue through his pioneering work with the centre of workforce futures, TALC and Future Ports 2050, and the many individuals he inspired, through his mentorship, to fully realise their potential. Daryll's family will hold a small and private funeral, and a memorial event to celebrate Daryll's life and achievements will be held in early 2022.

Another container ship losing cargo overboard

The *ZIM Kingston*, a 4253 TEU capacity container ship built in 2008 and flying the Maltese flag, recently experienced a fire off the coast of Victoria in British Columbia, Canada. Apparently, several containers were on fire on board the ship, which is said to be carrying 52,000 kg of Xanthates – hazardous chemicals used in the mining industry. Xanthates fall under Class 4.2 of the IMDG code, which is the classification for “substances liable to spontaneous combustion” and is said to include potassium amyl xanthate which is considered an environmental hazard.”



The fire is now extinguished, and the vessel is at anchor, allowing firefighters, surveyors and some of the crew to go back on board. The vessel has also lost 109 containers overboard in heavy weather. Some of these containers are still drifting along the Canadian coastline, many have sunk, and some have been beached on Vancouver Island. Once the ship is secured, Transport Canada inspectors will inspect the ship and then direct it to a port (not determined yet) for unloading and any further inspections.

Source: Canadian Coastguard

New CEO for LINX CCG

Brett Grehan has been appointed to the role of CEO at logistics company LINX Cargo Care Group. Mr Grehan joins LINX CCG after 28 years with McKinsey & Company, most recently as a senior partner. Mr Grehan has strong sector experience in rail, steel, logistics, telecommunications, and private equity, among others. Mr Grehan has worked overseas in London, Atlanta and Mumbai, as well as delivering projects for clients in New Zealand, South East Asia, Hong Kong and China.

Mr Grehan has begun working with the group senior leadership team in advance of Anthony Jones departing, to ensure a smooth transition to the role. In late June, LINX CCG announced Mr Jones' departure. At the same time, the company announced Patrick Boocock was slated to step in as the new

CEO. However, Mr Boocock, later resigned to take on a new senior leadership role external to Brookfield/LINX CCG in Asia.

VICT orders six new ASCs

Kalmar, part of Cargotec, has received a repeat order of six Kalmar automatic stacking cranes (ASCs) from Victoria International Container Terminal (VICT). The new Kalmar ASCs will enable VICT to expand its current capacity at Webb Dock East in the Port of Melbourne. The order was booked in Cargotec's 2021 Q3 order intake, with delivery expected to be completed in Q2 2023.

VICT, owned by International Container Terminal Services, Inc (ICTSI) is Australia's first fully automated container terminal which welcomed its first vessel in March 2017. Since then VICT has handled the largest in capacity, longest in length and highest exchange within Australia in a single call. The six new Kalmar ASCs are part of VICT's capacity expansion program, and the cranes will join the current fleet of 20 Kalmar ASCs operating at VICT that have been delivering truck turn times of less than 35 minutes.

The cranes will be delivered fully erected and tested to ensure rapid, smooth integration into the terminal's automated operations. Earlier this year, VICT ordered an additional six Kalmar auto shuttles to be delivered by the end of this year, increasing their total fleet to 17 units. Kalmar is also responsible for the maintenance and support of the automated container handling software solution operating at VICT as well as related technical support. In 2020, VICT signed a three-year Kalmar Parts Care agreement covering the availability of Kalmar genuine spare parts for their fleet of Kalmar equipment.

Salta and Victorian Government agree to develop the Dandenong South Intermodal Terminal.

The Victorian and Commonwealth governments will jointly invest \$28 million on government-owned land



to connect rail to Salta's intermodal terminal site boundary in Dandenong as part of the government's objective to retain Victoria's status as the number one destination for containerised freight in Australia. Salta will concurrently invest \$155 million to construct the Dandenong South Intermodal Terminal to be located on Salta's 180-hectare Nexus Dandenong South Industrial Estate. The terminal will be equipped with the latest technology that enhances operational efficiency and supports future growth of up to 560,000 TEUs per annum.

Source: Salta Properties

The Dandenong South connection is just one part of the broader Victorian Port Rail Shuttle Network, forecast to cut freight transport costs by up to 25% while slashing truck movements on suburban roads by up to 175,000 trips each year. Salta's current investment to date, in excess of \$200 million, has been spent on land, road, and other infrastructure works on its industrial estate, in anticipation of the intermodal terminal. Sam Tarascio Snr, Salta Properties founding director, said he was delighted to reach an agreement with the Victorian Government after investing millions developing the Nexus Dandenong South Intermodal Terminal Estate.

Work will commence on the Intermodal Terminal in late 2021 and the project is expected to take approximately 24 months to complete, becoming Melbourne's largest Intermodal Terminal. On completion,

the Dandenong South Intermodal Terminal will be a 24 hour a day fully automated terminal and will offer a safer working environment for users. Trucks will have dedicated lanes for loading and unloading, and the use of automated rail mounted gantry cranes (ARMGCs) will reduce noise pollution because they are powered by electricity rather than diesel powered reach stackers, and also allow the cranes to lift and lower containers with precision, assisting in preventing damage to containers.

Two 700-metre rail tracks will be constructed within the intermodal terminal, joining with an additional 800-metre spur track being built by the Victorian Government to link the facility with the main line. The Dandenong South Intermodal Terminal is being described as a state-of-the-art facility creating a new benchmark in terminal innovation. Salta Properties is currently in discussion with a number of major logistics operators in regard to the terminal's operations.

Container vessel detained on first voyage to Australia

The *Thorstar*, a 2826-TEU container ship built in 2003, was recently detained by the Australian Maritime Safety Authority (AMSA) for six weeks. AMSA detained the Liberian-flagged vessel on 2 September at Port Botany after inspectors found "defective cargo securing arrangements and failure of the vessel's safety management system to ensure the effective maintenance of the ship and its equipment".

The vessel was directed to White Bay in Sydney, where it remained while undergoing repairs. The vessel is part of the T.S. Lines' China-Australia II (CA2) service. The vessel has since berthed at the DP World Port Botany terminal where its cargo has been discharged and the vessel has continued its regular schedule.

Disruption at container terminals

Several Australian container terminals have recently been disrupted by COVID outbreaks. 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 (MUA) recently announced further stoppages at all Patrick Container Terminals as part of their protected industrial action to support their enterprise bargaining. In response, Patrick has lodged an application with the Fair Work Commission to terminate its Enterprise Agreement with the MUA stating that the agreement is no longer fit for purpose.

Patrick has been negotiating with its employees and the MUA since February 2020 in pursuit of a new enterprise agreement.

Cargotec and Konecranes merger raises concern

The Australian Competition & Consumer Commission (ACCC) has outlined preliminary competition concerns in relation to a proposed merger between container handling equipment companies Cargotec and Konecranes. In Australia, Cargotec's Kalmar business and Konecranes' Port Solutions business supply heavy equipment such as cranes, straddle carriers and reach stackers that move shipping containers to and from ships, trains and trucks. Their main customers are stevedores and other container handling companies.

"The market feedback we've received is that Cargotec and Konecranes are the only proven suppliers in Australia of straddle carriers used at terminals," ACCC Chair Rod Sims said. "If Cargotec and Konecranes merge, the only potential alternative for customers will be ZPMC, which has never secured sales in Australia."

The ACCC is concerned that Cargotec's merger with Konecranes would also result in significant consolidation in the supply of gantry cranes, which are a type of overhead crane on rails or wheels. "While

Konecranes' Australian customer base for gantry cranes is currently small, we received feedback that they are one of the only alternatives to Cargotec for customers in Australia," Mr Sims said. "The barriers to entry in the container handling equipment market are high as the machinery and software is very sophisticated and suppliers have to invest significant time and resources to develop their equipment and demonstrate that it will work well over a long life." The ACCC is also considering the proposed merger's effect on the supply of mobile container handling equipment in Australia, and repair and maintenance services.

"The merged entity would become the largest supplier of mobile container handling equipment in Australia, and we will further consider the extent to which other competitors including Hyster, Clark Equipment and Sany would competitively constrain Cargotec and Konecranes post-merger," Mr Sims said. "We understand that Cargotec and Konecranes currently supply some critical inputs like diagnostics equipment and proprietary spare parts, which allow their customers to do their own maintenance or get maintenance services from a third party."

"Currently, Cargotec's customers would be able to switch to Konecranes' equipment if Cargotec attempted to withhold these critical inputs. We are investigating whether the merged entity would be able to successfully withhold these inputs to force customers to obtain maintenance services from them," Mr Sims said.

The ACCC invites submissions from interested parties in response to the statement of issues by 19 November 2021. The ACCC's final decision is scheduled for 17 February 2022. More information is available on the [public register page](#).

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Aurizon to purchase One Rail Australia

Rail freight operator Aurizon has signed an agreement with Macquarie Infrastructure and Real Assets (Mira) to purchase One Rail Australia (ORA) for \$A2.35 billion. ORA's business includes bulk rail haulage and general freight assets in South Australia (SA) and the Northern Territory (NT), the 2200 km Tarcoola–Darwin line, and a haulage business in New South Wales (NSW) and Queensland. Aurizon will divest ORA's East Coast Rail (ECR) business in NSW and Queensland through a demerger or a trade sale, while merging ORA's

bulk and general freight assets into the Aurizon business, including the Tarcoola–Darwin line, regional infrastructure in SA, five rail yards, 68 locomotives, more than 1000 wagons, and approximately 400 employees.

ORA, previously known as Genesee & Wyoming Australia (GWA), was renamed One Rail Australia in February 2020 following confirmation that the acquisition of the remaining 51.1% stake in GWA by Mira and Dutch pension fund PGGM from Brookfield Infrastructure had been completed. At the time, Aurizon brought legal action over the sale of GWI's Australian assets to Mira and PGGM. Mira and PGGM previously acquired the other 48.9% share of GWA in 2016.

The purchase of ORA by Aurizon is subject to several conditions, including clearance from the ACCC. Aurizon will commit to divesting ECR following the completion of the ORA transaction, to address potential competition concerns from the ACCC arising from the transaction. Until then, ECR will be operated independently from the Aurizon Group, with a separate CEO and management team.

“The One Rail acquisition is highly strategic and transformative for Aurizon,” says Aurizon Managing Director and CEO Mr Andrew Harding. “It is fully aligned with Aurizon’s strategy to grow our bulk freight business into new markets and new geographies in Australia. At our investor strategy day in June, we detailed our aspiration to double our earnings in the bulk business over the coming decade. The One Rail acquisition delivers a step change for Aurizon Bulk as a new entrant in the SA and NT region and supports the ongoing growth of non-coal revenue in the Aurizon portfolio. Upon completion of the transaction, with the integration of One Rail bulk and divestment of ECR, the bulk share of Aurizon’s haulage revenue will represent around 40%.”

Aurizon aims to complete the ORA acquisition by April 2022 subject to regulatory approvals and other conditions. The divestment of ECR, also subject to regulatory approvals, is targeted for completion in 2022.

Updates from the Department of Agriculture, Water and the Environment

BMSB newsletter

The Department has released its first Brown Marmorated Stink Bug (BMSB) newsletter for the 2021/22 season. The newsletter can be found here. [2021-22 BMSB Season - Newsletter 1 \(mailchi.mp\)](#)

Biosecurity webinars

The department has recently launched *Detect and Protect* – a new Australian biosecurity podcast. In the latest episode, the team is joined by Andrew Tongue, deputy secretary of Biosecurity and Compliance, to discuss why biosecurity is so important for Australia, the challenges we are facing and how they are being addressed. The discussions include the key components of Biosecurity 2030, the significant pest and disease threats facing Australia, how innovation and collaboration is helping strengthen the biosecurity system and the important role of the public in supporting biosecurity. If you would like to get involved in the podcast series, contact us at: biosecurity.education@awe.gov.au.

Podcast link: <https://www.awe.gov.au/biosecurity-trade/policy/australia/public-awareness/detect-protect>

National Biosecurity Forum

Don't forget to register for the 2021 National Biosecurity Forum. This year's forum will be a virtual two-day event on Wednesday 10 and Thursday 11 November. For more information and further updates, please go to awe.gov.au/nbf or contact the National Biosecurity Forum team at biosecurityroundtable@agriculture.gov.au.

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