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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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Cargo Integrity Group expands

The original five partners of the Cargo Integrity Group (CIG) are excited to welcome the Bureau International des Containers (BIC) and the International Federation of Freight Forwarders Associations (FIATA), strengthening the group in its efforts to improve safety in the global supply chain. The CIG brings together international freight transport and cargo handling organisations with different roles in the supply chain and a shared dedication to improving safety, security and environmental performance throughout the logistics supply chain.

BIC and FIATA bring valuable complementary perspectives, resources and networks to the group, further deepening its competence and scope. Both organisations have already worked closely with the CIG and will directly contribute to faster and more effective progress in reducing incidents, accidents, and biosecurity issues in the international supply chain.

The five original partners of the CIG are ICHCA International, Global Shippers Forum, Container Owners Association, World Shipping Council and TT Club.

Port of Melbourne stakeholder meeting

ICHCA Australia recently participated in a Port of Melbourne (PoM) stakeholder meeting. The PoM regularly engages with port users and stakeholders and their annual industry consultation is an opportunity for stakeholders to hear about the latest updates on projects, pricing and regulatory matters. It is important for the PoM to receive feedback from industry to help shape future decisions.

Feedback can be given via:

- the website (<https://www.portofmelbourne.com/news-publications/industry-consultation-2022/>) where you can download a template that includes the questions in the consultation paper
- email at rts@portofmelbourne.com.

A copy of the presentation given by POM at the meeting can be found [here](#).

Port of Melbourne starts work on VICT berth extension

Port of Melbourne has confirmed that it is working to reduce port congestion, improve efficiency, and accommodate larger ships at Australia's largest container terminal and general cargo port. The project will involve demolishing a redundant section of concrete and extending the quay line by 71 metres at Webb Dock East. Saul Cannon, CEO of the Port of Melbourne, insists the project is an important part of a 30-year investment strategy, designed to create a more efficient and productive port. "Now more than ever, we need to make sure we get essential goods delivered to hospitals, businesses, schools, and homes," said the CEO.

"We are seeing a rising number of larger vessels calling at the port and our current infrastructure at Webb Dock East at times does not allow for two ships to berth at the same time. For example, this project will enable two larger vessels to berth at the same time at this part of the port, reducing wait times for the ships to dock." Webb Dock East was initially designed as a two-berth terminal and this project aims to restore its intended design capacity. "It's essential that we ensure our infrastructure responds to global trends, and these works at Webb Dock East do that. We're meeting present needs and also looking to the future to make the right investments on behalf of the Victorian community," Cannon said.

The Victoria International Container Terminal (VICT) is also mapping out plans to boost efficiency at Webb Dock East. Tim Vancampen, CEO of VICT, added: "To complement Port of Melbourne's investment, VICT will

also be committing A\$150 million in infrastructure to support the market with faster vessel turn around and additional slots for our landside customers. “The \$150 million (in this phase) out of a total new investment of A\$235 million by VICT will include two additional Ship to Shore Cranes (STS), six Auto Container Carriers and six Auto Stacking Cranes, bringing the total STS cranes to seven. The additional infrastructure is expected to be operational in Q3 2023.”

P&O Maritime enters container-carrying market



P&O Maritime Logistics (part of DP World) is entering the container-carrying market after modifying a multi-carrying vessel (MCV) to carry containers on deck. The company plans to modify five more MCVs to carry 45-foot, 40-foot and 20-foot containers, in addition to the general and project cargo they were originally designed to transport. P&O Maritime Logistics said the new model of container-carrying MCVs provides supply to meet the stretched container supply chain.

A P&O ship converted to carry containers. Image: courtesy P&O

The company said container-fitted MCVs are ideal for lower volume, high frequency shortsea routes as well as trade routes through rivers and to shallow-water ports, like the transit between Turkey and the Caspian via the Russian rivers. Currently, several MCVs are delivering wind turbine blades, large process modules, reactors, and pressure vessels on shortsea routes and in the Volga-Don Canal, with further deliveries expected in 2022, according to P&O Maritime Logistics.

P&O Maritime Logistics CEO Martin Helweg said: “As global supply chains have been stretched in recent years, we are entering the container-carrying market to help provide additional capacity in the lower volume, higher frequency routes. “With five more vessels slated to enter the containerised market, we’ll soon be servicing niche trade lanes stretching from the Americas to Southeast Asia. We’ll be working closely with our parent company DP World in rolling out of containerised service, beginning with fellow DP World-owned company shortsea feeder service provider, Unifeeder.”

Large vessels arriving at Port Botany

Two record-breaking arrivals at Port Botany have set a new benchmark, with the deepest and heaviest ships ever to arrive at the port, supported by a major technology investment by the NSW Government. Minister for Transport and Veterans David Elliott said the investment in new technology to support the pilotage of vessels safely in and out of our ports was critical to the supply chain, the economy and the environment.

The *MSC Le Havre* is the heaviest container ship to ever berth at Port Botany at 140,480 tonnes, while the *MSC Tokyo* set a new container-ship record at Port Botany and the nation, as the deepest container ship to berth in any Australian port at 15.1 metres. “The arrival of both these ships has been assisted by Dynamic Under Keel Clearance (DUKC) technology used by Port Authority’s expert Vessel Traffic Services team and marine pilots,” Mr Elliott said. “It provides precision data in real time on the under-keel clearance required to berth the ships safely, factoring in complex information about the ship’s displacement, dynamic motion of the vessel and live weather conditions – all critical information utilised by the highly skilled marine teams.”

Port Authority of NSW CEO Philip Holliday said the benefits of investment in this technology were

recognised by the industry. "This means more efficient shipping, allowing us to safely manage ships with deeper draughts, which means facilitating greater cargo capacity, without any need for significant infrastructure development and further minimising risks," Mr Holliday said. Previous records were held by the *MSC Asya* which was the heaviest, at 140,252 tonnes and deepest draught container ship at 14.8 metres to enter any Australian port.

New CEO for Gladstone Ports Corporation

Gladstone Ports Corporation (GPC) announced recently that Craig Haymes will be the organisation's new chief executive officer. GPC operates across the three ports of Rockhampton, Gladstone and Bundaberg. GPC chair Dr Anthony Lynham said Mr Haymes had a reputation for leadership, business operations, project management, sustainability performance, corporate governance and all with a focus on environmental protection and maintaining a safe workplace. "The corporation is entering an exciting phase and we welcome Craig and his diverse experience," Dr Lynham said.

Dr Lynham said Mr Haymes had more than 30 years' experience in multinational companies across Australia, Canada and the US. "He was most recently executive vice-president with Inpex Australia, where he had a lead role in the \$60 million Inpex Ichthys LNG Project in the environmentally sensitive area of Darwin Harbour, and previously held senior executive positions with ExxonMobil in multiple regions and countries," Dr Lynham said. Mr Paul Heagney will continue as acting CEO until Mr Haymes takes up office in May.



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Cruise ships to resume calling at Australian ports

International cruise ships will return to Australian ports within weeks after the federal government announced it would not be renewing the ban implemented at the beginning of the pandemic. The current ban on cruise ships arriving in and departing from Australian ports will expire on April 17. International cruise ships were barred from entering Australia in March, 2020.

When they resume next month, the Government says there will be added safety measures. This includes enhanced pre-arrival reporting and identification of COVID-19 risk, stress testing the emergency response in relation to cruises, engaging with the industry on safe resumption, and the requirement for arriving passengers to be double vaccinated. “In 2019, before the pandemic, Australia welcomed more than 600,000 cruise ship passengers across the border from almost 350 vessels,” Home Affairs Minister Karen Andrews said. “The cruise ship industry plays an important role in our tourism sector and forms part of the Morrison Government’s plan to bolster our economic growth as we recover from the pandemic. I can’t wait to see our cruise terminals once again filled with arriving international passengers, getting this important industry ship-shape and back out on the water once more.”

New CEO for Mid West Ports

The Mid West Ports Authority (MWPA) has welcomed Damian Tully as its new chief executive officer. Mr Tully was previously the general manager for operations and logistics at MWPA and has been acting in the CEO role for the past 12 months.

WA Ports Minister Rita Saffioti announced his appointment, noting that Mr Tully is bringing more than 20 years’ experience in the maritime industry into his new role. Within these two decades, Mr Tully has executed operations both ashore and at sea. “Over the past 12 months he has demonstrated effective leadership, overseen significant milestones, and has become well connected with staff, stakeholders, and the community,” Ms Saffioti said.

Federal funding announced for intermodal terminals

The Federal Government has announced that it would pump \$3.3 billion into Victoria’s freight network as part of its 2022-23 Budget. The budget provides \$3.1 billion in new commitments for the Melbourne Intermodal Terminal Package. This includes \$1.2 billion for the Beveridge Interstate Freight Terminal, \$280 million for road connections, \$740 million for the Western Interstate Freight Terminal (WIFT) in Truganina, \$920 million for the Outer Metropolitan Ring-South Rail connection to the Western Interstate Freight Terminal, and \$109.5 million for the Mickleham Road upgrade.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Barnaby Joyce said the Government is building the infrastructure that will make Australia’s economy stronger. “As an exporting nation, Australia relies on our commodities reaching international markets to generate the wealth that underpins our standard of living and prosperity,” Mr Joyce said. “We are building Inland Rail to better connect our exporting industries with their customers, so that our nation can continue to earn the money that pays for the services Australians need and deserve.”

Port of Melbourne welcomed the Commonwealth’s \$3.1 billion commitment to the Melbourne Intermodal Terminal Package. The port considers WIFT as the immediate priority, as 37% of containers imported through the port are destined for Melbourne’s outer western suburbs. Port of Melbourne CEO Saul Cannon said the port has always acknowledged the long-term need for two intermodal terminals in the Melbourne metropolitan area. “However, we believe the immediate priority should be WIFT [because it] creates the most opportunity to shift more freight onto rail in the short to medium term,” Mr Cannon said. Mr Cannon said the port would continue to invest along with industry and government to maximise the efficiency and effectiveness of the port supply chain.

New chair at ACCC commences work

Highly respected competition lawyer Gina Cass-Gottlieb recently commenced her term as Chair of the Australian Competition and Consumer Commission (ACCC). Ms Cass-Gottlieb has more than 25 years’ experience across complex competition matters. She has also been a member of the Reserve Bank of

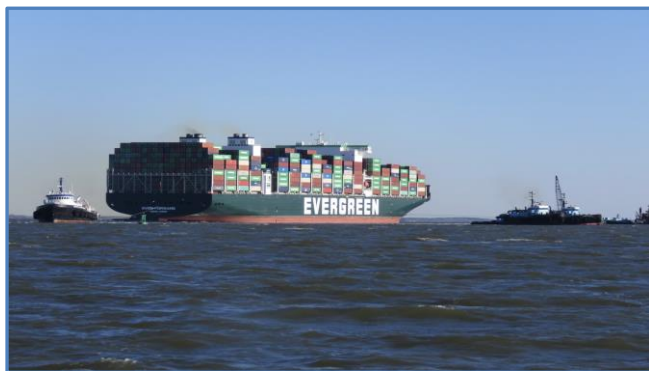
Australia Payment Systems Board that is the regulator of access to payment systems, and the Financial Regulator Assessment Authority.

Ms Cass-Gottlieb will become the first female chair of the ACCC since it was established as an independent statutory authority in 1995. “The ACCC is a world-leading regulator with a high-performing, capable and diverse team that is committed to the safety, interests and welfare of consumers and the maintenance of effective competition across the Australian economy,” Ms Cass-Gottlieb said. “I would like to thank my predecessor, Rod Sims, who has made an enormous contribution to the ACCC and who has left the organisation in very good shape.”

Rod Sims started as ACCC Chair in August 2011, and over his tenure successfully pursued much larger penalties for competition and consumer law breaches and undertook leading-edge digital platform reports and regulation. “It has been an honour to be the Chair of the ACCC for the last eleven years and I wish Gina all the best in her new role. I hope she will find the job as rewarding as I did,” Mr Sims said.

Ever Forward still aground

The 12,000-TEU container vessel *Ever Forward* remains stuck in Chesapeake Bay more than two weeks after its grounding. The initial effort to re-float the *Ever Forward* proved to be unsuccessful after tugs failed



to dislodge the ship recently. Five tugs were used for the operation. The configuration included two tugs pulling on the starboard quarter, one pulling on the stern, and two pushing on the port side.

A spokesperson from the US Coast Guard said several hours after the operation began, that there was no movement from the ship, but they added that the tugboats will be back again soon. The effort comes a little over a week after dredging began using two clamshell dredgers.

Photo: Courtesy Maritime Safety Innovation Lab

Ever Forward grounded on March 13 after straying from the Craighill shipping channel as it departed the Port of Baltimore with a pilot on board. Tracking technology showed that the ship was travelling at about 13 knots when it exited the dredged shipping channel and came to a halt in around 25 feet of water. Its draft was reported to be 13 metres (42.6 feet).

A US Coast Guard Marine Safety Information Bulletin (MSIB) said if this initial attempt to re-float the vessel was unsuccessful, a second attempt would take place on April 3-4. In addition to the five tugs, the second attempt will involve two anchored pulling barges to pull from the stern. If neither attempt is successful, the MSIB said that the removal of containers may be necessary. This would prolong the re-floating of the vessel indefinitely. The appointed salvor in the operation is Donjon-Smit.

New CEO for the Port of Brisbane

The Port of Brisbane Pty Ltd (PBPL) recently announced the appointment of Neil Stephens as its new CEO. PBPL Chairman Guy Cowan made the announcement after conducting an extensive international search. Stephens has led the port over the last eight months, acting as interim CEO while continuing in his capacity as the CFO. The PBPL board has worked with a leading executive search firm in its search for a new CEO, reaching high-calibre leaders from a broad range of backgrounds and industries. “As a board, we have been impressed with Neil’s leadership as interim CEO with the strong support of the port’s executive leadership

team during what has been a challenging period for our industry and the global economy as a whole,” Cowan said.

“We believe that Neil is the right person to lead the organisation moving forward and we are excited to see PBPL deliver on its long-term vision to be Australia’s premier port and logistics hub. On behalf of the PBPL board of directors, I would like to congratulate Neil on his appointment and thank the entire Port of Brisbane team for their ongoing support and commitment.”

Updates from the Department of Agriculture, Water and the Environment

DCCC meetings

A DAWE’s Cargo Consultative Committee (DCCC) regular meeting was held on 7 March. A communique of the meeting is now available. Please contact ICHCA Australia representative Peter van Duyn if you would like a copy.

On Thursday 24 March, a further special DCCC Stakeholder meeting was held discussing the threat of hitchhiker pests coming into Australia and how to combat them going forward. Again, a high-level presentation is available and if you would like further information about this important matter, please contact Peter van Duyn.

Robotic inspection trials



A four-legged robot named Spot has been trialled on Australia’s biosecurity frontline.

Minister for Agriculture and Northern Australia David Littleproud said Spot had been trialled at the Port of Darwin undertaking a container inspection, and at Jabiru taking part in mine rehabilitation and research activities.

Photo: Courtesy DAWE

In Darwin, biosecurity officers used Spot in a trial inspection of a cargo container to detect planted biosecurity risk materials. This tested Spot’s infrared night vision and ability to inspect the container’s underside. At the Ranger Mine, Spot surveyed flora at a revegetation site, including identifying weeds and looking for signs of returning wildlife. Spot was also fitted with a gamma sensor and conducted radionuclide counts over a mine rehabilitation site.

Robots can decrease safety risks for department staff and boost the tools available to manage biosecurity threats.

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