

Inside ICHCA

Australia

September 2011

About ICHCA – International Cargo Handling Co-ordination Association:

ICHCA's **Objective** is to increase knowledge of ways to improve the efficiency and economy in the handling and movement of goods, from origin to destination by all modes and at all phases of the national and international transport chains.

ICHCA Australia Ltd is proud to be part of the ICHCA International Ltd global network. Members can access past newsletters and other useful information by going to the international website at www.ichca.com

To join ICHCA, please contact Ian Lovell, Company Secretary of ICHCA Australia Ltd on ian.lovell@bigpond.com or telephone 0400 708 182.

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ICHCA Lunches in Queensland and SA

ICHCA Australia continues its program of informative lunches in various States - the next two being in Queensland and South Australia.

CEO of the Port of Brisbane Pty Ltd, Russell Smith, will be the guest speaker at lunch in Brisbane next week. It will be on 14 October at the Queensland Rugby Club, Ballymore. Mr Smith oversees QPort Holdings Group company divisions of Planning and Environment, Port Services,

Infrastructure, Finance, Property, Business Improvement, Marine and Human Resources. He is an experienced port and transport executive with an engineering degree and an MBA specialising in strategic management. His career started in the engineering sector with a particular focus on the design and construction of port infrastructure in the UK and Australia.

Following the completion of his MBA, he concentrated on the provision of business planning, management consulting and advisory services for the port industry worldwide before moving into direct acquisition of port assets to build one of Europe's largest port holdings for Prime Infrastructure. Following this, he moved into an asset management role with responsibility for Prime Infrastructure's global portfolio of transport assets.

The cost of the lunch is \$75 per person and \$85 for non-ICHCA members. **Bookings** can be made by contacting Sallie Strang on 0412 604 842 or fax 07 3267 6303 or email sstrang@stxgroup.com.au. It is a noon for 12.30pm start concluding at 2pm.

The SA lunch is on Wednesday 16 November featuring Stuart Ballantyne, who is the CEO of Sea Transport Corp.

The topic is Lucky Bay – a unique solution for a company in need of an export port. The event starts at noon for 12.15 at The Lakes Resort Hotel, Brebner Drive, West Lakes. The luncheon sponsor is Sea Transport Corp.

EARLY BOOKINGS PLEASE – PLACES LIMITED RSVP: cob **Wednesday 9th November** to Heidi Holmes of AECOM, Tel: 08 7100 6400, Fax: (08) 7100 6499 E-mail: heidi.holmes@aecom.com

National Transport Regulators Must be National in Both Practice and Name

The Australian Logistics Council (ALC) has released a policy on national transport legislation which calls for the national transport regulators, starting in January 2013, to be national in both practice and name. ALC CEO, Michael Kilgariff, said ALC supported the decision by the Council of Australian Governments (COAG) to sign the Intergovernmental Agreements on national regulators for heavy vehicles, rail safety and maritime safety. "But it is imperative these regulators are truly national to maximise the productivity, efficiency and safety benefits promised by this important national reform.

"The freight logistics industry is committed to seeing this critical microeconomic reform delivered, but we are equally determined to see a system put in place which delivers the intended economic benefits. For this to occur, we need single national regulators 'with teeth' to ensure national laws operate in a uniform fashion nationally," Mr Kilgariff said.

"We cannot let this historic opportunity slip and allow a quasi-national system to be established that fails to significantly reduce the regulatory burden currently faced by industry", he said.

The ALC Policy on National Transport Legislation identifies three keys to success critical to maximising the economic benefits from this reform. The policy states the National Heavy Vehicle Regulator, the Maritime Safety Regulator and the Rail Safety Regulator must:

- Replace the 23-state based regulators with current responsibility for administering transport laws.
- Have full responsibility for policy and legislation development.

- Receive adequate funding in the form of transferred funds from the state jurisdictions, with powers to use these funds to administer all elements of the national laws.

Mr Kilgariff said ALC members were concerned that the transport regulators will not have the authority or resourcing necessary to delivery on the anticipated benefits of this reform.

He said the policy also reflected ALC members' concerns in relation to the draft Heavy Vehicle National Law and called for the process to be handled by the National Heavy Vehicle Regulator. "The content of the latest draft provided to industry differs significantly to the original draft bill, leaving industry to question whether the significant economic benefits anticipated under this reform can be achieved under current legislation," he said.

"ALC is committed to working with government in a constructive and collaborative fashion to maximise the economic benefits from this reform. It is now time therefore for full responsibility for legislation development to be transferred from the National Transport Commission to the National Heavy Vehicle Regulator", he said.

For a copy of the ALC Policy visit www.austlogistics.com.au/media-centre/policies/ or click [here](#).
Subscribe to ALC's newsletter *Update*, visit www.austlogistics.com.au

ICHCA INTERNATIONAL NEWS

Solid Bulk Cargoes

With the International Maritime Solid Bulk Cargo Code (IMSBC Code) mandatory and reviewed every two years (as with the IMDG Code), DSC/16 will start the process of developing the edition which will be published in 2013 (the first mandatory edition was 2009 and the 2011 edition is to be published in December). To start the process, there are a massive 100 papers on solid bulk cargo issues for consideration with a number of them reflecting the concern over the recent loss of six vessels due to liquefaction of cargoes when at sea.

MSC invited submissions of details of incidents related to this specific subject and ICHCA International has contributed a paper based on the personal observations of an ISP member. That same person will be part of the ICHCA International delegation and will speak on this subject. It would appear from all these papers that there are many and more varied solid bulk cargoes now being carried that have some dangers to the ship and/or the crew than was previously the case and many have loading/unloading implications as well.

Dangerous Goods

The revised pocket cards IIL/1 and IIL/2 which reflect the changes in Amendment 35 have been published. DSC/16 will complete its next two year cycle in revising the IMDG Code - the revision will go to MSC/90 next May and be published as Amendment 36 in October/November 2012. Its transitional year will be 2013 and it will come into mandatory effect in January 2014.

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In addition to the matters above, MSC/89 approved a revision of its resolution on entry into enclosed spaces and this will go to the assembly soon for approval and publication. As dockworkers and

other shore-side employees have been affected by enclosed space problems on cargo ships, this work is very relevant to ICHCA members as well as to seafarers. Another issue to be considered by DSC/16 is ships' cranes. MSC has asked that the issue of ships' cranes be considered by DSC and ICHCA International has submitted a paper on this subject arising from the recent investigation that ISP undertook.

Canarias / Africa Regional Chapter Meeting



The Canarias Africa Regional Chapter (CARC) held its 6th annual CARC assembly meeting in Ouagadougou Burkina Faso in July. This was a prestigious event and three Ouagadougou government ministers attended the opening ceremony along with the event attracting considerable media coverage.

On the second day, ICHCA International, led by Mike Compton, Chairman of the International Safety Panel (ISP) and Technical Advisor

hosted a one day seminar on security in the supply chain. As supply chain security increasingly becomes more complicated, the seminar provided concise guidelines and updates on the matter.

CARC has become an established and active part of ICHCA International. Its membership has grown to 46 organisations in 20 countries represented by 16 port authorities, two chambers of commerce, 12 private companies, seven shipping councils and nine handling companies. During the year a comprehensive programme of meetings and training was conducted in Las Palmas and in individual member ports covering a wide spectrum of subjects.

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INTERNATIONAL CARGO HANDLING CO-ORDINATION ASSOCIATION
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ICHCA INTERNATIONAL 2012 BIENNIAL CONFERENCE AND EXHIBITION
MELBOURNE, AUSTRALIA 8TH-11TH MAY

8TH-9TH MAY: CONFERENCE & BOUTIQUE EXHIBITION · 10TH MAY: ICHCA INTERNATIONAL SAFETY PANEL INTERNATIONAL SECURITY PANEL AND ENVIRONMENTAL SUB-GROUP · 11TH MAY: HALF DAY INDUSTRY TOUR

Safety Panel Update

The concept and establishment of an International Safety Panel was approved by the Council of ICHCA in 1990 and the first meeting was held in January 1991. The membership has since grown to 84 persons from 23 countries and meetings have been held in 25 countries.

Preparations are now underway for the 64th meeting of the Panel in Norfolk, Virginia, USA where a good attendance is anticipated. Continuing with the theme of the last two meetings which were both held in conjunction with another safety group, ISP will be meeting at the same time as the Technical Committee (TC) of the National Maritime Safety Association (NMSA) of US. The TC is composed of the senior safety professionals in the country's ports and there will be a joint meeting between the two groups. The PEMA/TT Club/ICHCA International joint initiatives will be updated. Apart from the ongoing issues including new publications under development, the ISP meeting will also consider the various issues which by then will have been considered by DSC/16, ie ACEP provisions, strengthening of container lashings, misdeclaration of container weights and ships' cranes.

Richard Marks, as the incoming Chairman to take over at the end of ISP/65, will join the Chairman and Secretariat in running the meeting.

The January 2012 meeting, which will be ISP/65, will meet in London on 23/24 January. Other venues in 2012 will be Melbourne in May with the next ICHCA International Biennial Conference and Copenhagen in October, provisionally hosted by BIMCO.

One further document has been published since the last newsletter and that is BP#37 Safe Handling of General Purpose Freight Containers. The document is in the ICHCA members' area of the website for free download.

Work is proceeding on:

- New advice document on the handling of wood chips/pellets is continuing. A comprehensive document is being prepared and it is hoped to have a draft document for ISP/64.
- The investigation into the costs of accidents is continuing and it is hoped will be coming to a conclusion in time for ISP/64.
- Work has continued on advice on medical standards for drivers and a further draft was placed on the website for ISP/62. The work is being carried out by a longstanding ISP member who is the medical adviser to a major terminal operations organisation. ISP/63 emphasised that members should consult their medical advisers as the document will soon be brought to a conclusion.
- A draft document on the Safe Handling of Flatracks has been provided for ISP member comment and was further considered at ISP/62. Since then it has been finalised but awaits the Court decision and any Appeal in the US before being published.
- A draft document on the Safe Handling of Flexitanks had been finalised.
- A draft text on a new pocket card on the packing of cargoes in containers and other CTUs, having been available for comment, is now being prepared for publication.

ICHCA International Appoints Technical Adviser

With the upcoming retirement of Mike Compton at the end of ISP/65 in January 2012, ICHCA International advertised for the post of Technical Adviser. ICHCA International is pleased to announce the appointment of Richard Brough.

Captain Richard W A Brough OBE BA FICS, MiOD started his career with the Merchant Navy in 1969 culminating at command level and at the same time serving as an officer in the RNR. During his sea-going days he served with BP Tankers, Bibby Line and Buries Markes (Gearbulk). He has extensive experience in carrying all types of cargoes across the globe.

He came ashore in 1989 and after a spell in various managerial positions with Humberside Sea and Land (now PD Ports), served for two years as a port captain with OT Africa Line. He was then employed by Northern Cargo Services Ltd, rising to managing director following acquisition by Associated British Ports. In 2004 he left to set-up his own company, Brough Marine Limited, offering professional advice to companies involved in the Ports and Logistics sector. In 2007, with an investment partner, he started a new company, UK Port Services. The company provided skilled cargo handling staff and specialist services such as lashing and securing containers and project cargoes, oil puddling and tank cleaning. The company rapidly built a blue-chip client list including Swire's, ABP, P&O, DFDS, PD Ports, CMA-CGM, Mitsui OSK, Titan Cement and UPM Kymmene among others. In 2008 the company attracted investment from Jenkins Shipping and became Jenkins Port Services Ltd, now employing and providing to many ports around the UK. Richard left Jenkins this year to reform Brough Marine Ltd.



He is actively involved in the local and regional economy holding various private/public sector partnership positions including being chair of the Logistics Academy Yorkshire and Humber and he is an advisor to the Logistics Institute at The University of Hull. He is a chartered shipbroker and previously was a Fellow of the Nautical Institute. He served on the Court of Assistants of the Honourable Company of Master Mariners.

DB Schenker in Australia wins Best Green Initiative 2011 Award

DB Schenker has been recognised for its environmental initiatives implemented in recent years as winner of the "Highly Commended Best Green Initiative 2010" and runner up to Coca-Cola Amatil, DB Schenker successfully scored the highest number of points to win the award and positions itself as a green logistics provider.

DB Schenker in Australia has recognized its responsibility and implemented a number of initiatives to provide green logistics services to customers. The company has globally launched the new product suite Eco Solutions helping customers to reduce their CO₂ footprint across all modes of transport. The continuously improved free emissions calculator EcoTransIT is available on-line to assist analysing and calculating emissions in worldwide transportation.

DB Schenker stands for the transportation and logistics activities of Deutsche Bahn (DB), the German Railways. The logistics division of DB is the world's second largest transportation and logistics service provider based on sales and performance. Deutsche Bahn has globally already reduced CO₂ emissions by 38% between 1990 and 2006 and has set itself the target to further reduce emissions by 20% by 2020 for the global group.

All Australian and New Zealand facilities are ISO 14001 certified and the Environmental Management System sets specific targets for each site to reduce energy and water consumption, implement a sound waste management and handling system, create efficiencies in truck movements or where possible even shifting consignments completely from road to rail freight. Schenker Australia Pty Ltd also participates in the NSW Government program Sustainability Advantage to actively minimise its footprint and implement resource efficient solutions in its offices and warehouses.

DB Schenker's green terminal office fit-out in Melbourne has been awarded with a 4 star green star rating and the site's waste management and recycling program has reduced waste to landfill

significantly. The facility boasts a 450,000 litre rainwater tank for irrigation and toilets and solar panels.

In NSW, DB Schenker has strategically positioned itself opposite the intermodal hub in Yennora and containers can be delivered from Port Botany directly via rail freight to the logistics centre. This has reduced the number of trucks operated by Schenker Australia Pty Ltd on Sydney's already congested roads.

More information on DB Schenker's environmental activities is available at www.dbschenker.com/environment and www.dbecoprogram.com.

ABS Looks at International Container Statistics

The attached link will connect to the ABS Website and an Information Paper: Experimental Statistics on International Shipping Container Movements, 2009-10. The submissions close on 24 October.

<http://www.abs.gov.au/ausstats/abs@.nsf/Latestproducts/5368.0.55.018Main%20Features12009-10?opendocument&tabname=Summary&prodno=5368.0.55.018&issue=2009-10&num=&view=>

The ABS advises that it has not been funded to release international container movement statistics but, subject to feedback on this information paper, may be able to continue to release the above set of statistics as minimal processes are required to aggregate the dataset provided by Customs and Border Protection. If stakeholder feedback demonstrates that more detailed and/or frequent data is required, the ABS would seek to have the additional activity funded.

Previous discussion with stakeholders identified Value, Gross Weight and Overseas Port of Loading as key variables missing from the existing set of statistics. The ABS could work with Customs and Border Protection to add additional field(s) to the dataset and the resulting statistics but this would need to be costed.

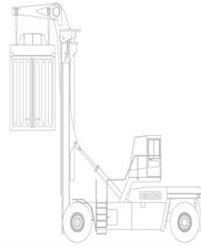
This information paper has focussed on inward international container movement statistics but Customs and Border Protection has undertaken a similar investigation into outward container movement statistics. The main difference between the two datasets is that the postcode of origin (eg postcode of packaging/containerisation) is not available from Customs documentation for exports although state of origin of the exported goods is reported. Previous discussion with stakeholders indicated that the statistics would be of minimal use without this variable. Adding an additional field would require changes to legislation, Customs documentation and information technology systems for both government agencies and industry.

The ABS welcomes feedback on any issues raised in this paper.

Responses to the paper should be e-mailed to international.trade@abs.gov.au by 24 October. If you would like to discuss this information paper please contact Mark Nelson on 02 6252 7890.

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Bank of America Merrill Lynch Working With EFIC to Support Australian Exporters

Bank of America Merrill Lynch (BofAML) and the Export Finance and Insurance Corporation ([EFIC](#)) have signed a Master Documentary Credit Guarantee Facility to help Australian businesses protect their export contract payments.

EFIC's Executive Director, SME and Mid-Market, Andrea Govaert, said that to ensure that they receive payment on contracts with overseas buyers, exporters usually request their buyers to provide a documentary credit (also known as a documentary letter of credit) issued by the buyer's bank. The exporter will then request its bank to confirm the documentary credit, which means that the exporters' bank takes the risk of the buyer's bank paying on time.

"Companies exporting to developing markets may sometimes find that their banks are unable to take all of the risk on the overseas buyer's bank for payments," Ms Govaert said. "Even if the exporter's bank has a relationship with the buyer's bank, they may have limited credit capacity and have reached their limits. This leaves the exporter facing the risk of having to rely on the buyer's bank for their payment without the support of their local Australian bank."

Bank of America Merrill Lynch's Head of Global Trade and Supply Chain Solutions for Australia, Jonathon Booth, said the documentary credit guarantee provided by EFIC will enhance the ability to support Australian exporters in managing their export payment risk by mitigating the non-payment risk of the documentary credit issuing bank.

Stronger Shipping for a Stronger Economy

Stronger Shipping for a Stronger Economy is being promoted as the most significant reform in Australia's maritime history. As an island nation, the maritime sector is the cornerstone of Australia's transport industry. Safe, efficient, environmentally sustainable maritime operations are critical to improving national productivity and maintaining Australia's enviable reputation in regard to environmental management, marine safety and security.

Movement of cargo on the 'blue highway' provides an environmentally sustainable transport choice and eases congestion on the road system. Around 25% of the domestic freight task (on a tonne kilometre basis) is carried by ships. Over the last 15 years, the amount of this cargo carried by foreign vessels, employing foreign crews has increased from 6% to 30%.

More than 99% of Australia's international trade is carried by ships, yet only 0.5% of export trade is carried on Australian flagged vessels.

Lack of action has disadvantaged the Australian shipping industry and led to the current state of decline. This decline can be measured by:

- decreased ship numbers: since 1996, the number of Australian registered trading vessels has more than halved from 55 to 22.
- crew numbers: employment on Australian registered trading vessels has reduced from 2,400 to 1,300 over the same period.
- average age of fleet: the average age of Australian vessels is 19 years, compared to a global average of 12 years. Newer ships are safer and more efficient.

Australia's competitor nations have responded decisively to implement fiscal and regulatory arrangements to foster the growth of their shipping industries. In the most global of industries, the Australian Government's policy settings must provide an internationally competitive investment environment.

Stronger Shipping for a Stronger Economy delivers a reform package that positions the Australian shipping industry to take advantage of the opportunities provided by our burgeoning export market and increased domestic transport task.

The shipping package comprises four key elements:

- tax reforms to remove barriers to investment in Australian shipping and to foster the global competitiveness of the shipping industry.
- a strengthened and simplified regulatory framework with a transparent licensing regime supported by clearly stated objectives.
- the establishment of an Australian International Shipping Register (AISR) to encourage Australian companies to participate in the international trades.
- establishment of a Maritime Workforce Development Forum to progress key maritime skills and training priorities.

The centrepiece of the tax package is the introduction of a tax exemption regime for Australian ship operators, which delivers an effective tax rate of zero on the qualifying elements of corporate income tax. This will ensure that they are competitive with foreign owned and subsidised shipping.

The tax exemption will offer an inclusive approach to defining those activities that qualify for the tax exemption, ensuring Australia's tax regime is competitive with the UK, Singapore and other jurisdictions. To get the benefit of this tax exemption, Australian shipping companies will have to make a 10 year 'lock in' commitment to being Australian registered ships and meeting Australian maritime safety conditions.

Access to the tax exemption is also contingent on meeting a minimum training requirement, ensuring that industry plays its part in securing a stable maritime skills base.

Other components of the tax regime for Australian shipping include:

- a tax scheme combining a reduction in the depreciation period from 20 to 10 years, a balancing charge deferral and relaxed capital gains tax (CGT) provisions if CGT applies, commonly called roll-over relief.
- exemption from Royalty Withholding Tax liability for foreign owners of vessels where the vessel is leased under a bareboat charter to an Australian company.

- ensuring Australians can work in international seafaring by providing a seafarers' tax concession for resident employers of Australian resident seafarers, who spent 91 days or more on international voyages on qualifying vessels in an income year.



Consistent with the Australian Government's objectives to increase the size of the national fleet, registration on the Australian primary or international shipping register will be a pre-requisite for access to these tax incentives.

It is important that Australian coastal shipping is competitive and that shippers can access foreign registered vessels where Australian registered ships cannot service their trades. The new licensing regime will support Australian shipping while establishing clear boundaries around the necessary role of foreign vessels in coastal trade. Licensing requirements and conditions will be clearly established in legislation to provide certainty and clarity to all industry operators.

The new framework will comprise a three tier licensing regime:

- a General Licence will provide Australian flagged vessels with unrestricted access to the coastal trades for a period of up to five years at a time. Most of these vessels will also be eligible for the tax incentives.
- a Temporary Licence will enable foreign flagged vessels to operate in the coastal trades, subject to time, trade and/or voyage conditions. These licences will be available for a period of up to 12 months.
- an Emergency Licence limited to cargo or passenger movements in emergency situations only such as a natural disaster or other critical emergency.

Supporting this regime will be new reporting and publishing arrangements, which will improve transparency in the operation of the regulatory processes. For the first time, Australian registered vessels and all industry operators will have the information necessary to inform their business decisions.

Existing foreign-registered vessels will have five years to transition to Australian registration.

Establishing an Australian International Shipping Register (AISR) will provide a competitive alternative for Australian ship owners and operators to registering overseas.

Key features of the AISR include:

- access to the tax exemption and other tax incentives.
- mixed crewing arrangements enabling employment of foreign seafarers at internationally competitive rates and conditions, consistent with the Maritime Labour Convention and other international labour treaties.
- requirement for a minimum of two Australian seafarers, preferably in the positions of Master and Chief Engineer.

- workers compensation arrangements consistent with Maritime Labour Convention requirements.
- application of the same maritime safety, environmental and occupational health and safety standards as apply to primary Australian register vessels.

The AISR will address the cost disadvantages currently experienced by Australian companies operating in the global shipping market, while maintaining high safety and environmental standards.

The maritime industry is confronting a dual challenge - an ageing workforce and an increase in shipping volumes, requiring more seafarers, safety professionals, harbour masters and pilots to ensure Australia's maritime safety and environmental standards are maintained. Securing a long-term skills base is essential to a viable Australian shipping industry.

The Maritime Workforce Development Forum, comprising experienced representatives from across the maritime and skills industries and unions will work with the Australian Government to improve skills outcomes. In undertaking its work, the Forum will work closely with the proposed National Workforce and Productivity Agency.

Strengthening Aviation Security Initiative

In February 2010 the Australian Government announced the Strengthening Aviation Security Initiative, a \$200 million package to enhance Australia's aviation security. This announcement included the development of a new air cargo security framework comprising the introduction of a Regulated Shipper Scheme, in conjunction with enhanced technological examination requirements for air cargo.

The new security requirements will ultimately mean that goods travelling by air will need to originate from a Regulated Shipper or be subject to examination by technology before uplift on an aircraft. The primary aim of the new framework is to ensure the Australian transport system is more secure against the threat of terrorism and unlawful acts.

All businesses operating within the air cargo supply chain need to have an understanding of these changes as the new framework may result in both future business opportunities and regulatory obligations.

The Office of Transport Security (OTS) recently sent out invitations to aviation industry participants to attend the Supply Chain Information sessions. The information sessions are scheduled for:

Location	Date
Darwin	Wednesday 19 October
Brisbane	Thursday 20 October
Melbourne	Wednesday 26 October
Hobart	Thursday 27 October
Adelaide	Wednesday 2 November
Perth	Thursday 3 November
Sydney	Wednesday 9 November
Canberra	Thursday 10 November

The final list of locations and venues will be dependent on numbers of interested participants. Once numbers have been confirmed, you will be contacted with full details. OTS would encourage your participation at one of the information sessions to provide feedback to the proposed new measures.

To reserve your place at the information session, please contact Ms Sarah McGuigan by Friday 7 October via email: SupplyChainInformationSessions@infrastructure.gov.au or by telephone 02 6274 7173.

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Conferences & Events

**2011
October**

ICHCA QLD Luncheon on 14th October at the Queensland Rugby Club Ballymore. The CEO of the Port of Brisbane Pty Ltd, Russell Smith, will be doing a presentation on the Port of Brisbane. Bookings close 7th October with Sallie Strang of Strang International Pty Ltd. Contact details: phone 0412 604842 or sstrang@stxgroup.com.au



ICHCA QLD
Luncheon 14102011

Shipping Reform and the National Ports Strategy on 14 October at the Melbourne Convention and Exhibition Centre.
ICHCA members receive a 10% discount.
Details in the link below.



ISCL Shipping
Reform Invitation 26

PNG Mining and Logistics 2011 at Shangri-La Hotel, The Marina, Cairns on 13-14 October. Details at www.iir.com.au.



7th Trans Middle East 2011

Fairmont Bab Al Bahr, Abu Dhabi, United Arab Emirates

Wednesday 26 and Thursday 27 October 2011

November

ARA and Lloyd's List DCN AusIntermodal 2011. The event will be held on 7-8 November at the Sydney Harbour Marriott, Circular Quay. Now in its 11th year, AusIntermodal 2011 will explore the planning, performance and efficiency of the nation's freight network.

ICHCA members will receive discount subscriptions.

AusIntermodal

Freight intermodalism is critical to productivity and with a focus on streamlining transport interfaces to ensure efficiency across the freight transport chain. AusIntermodal 2011 will provide a state by state, national and international update on transport projects, regulation, investment and technological initiatives. Bringing together key figures from the freight industry, AusIntermodal 2011 will connect government officials, transport operators and users with logistics providers and freight forwarders to explore Australia's terminal network.

ICHCA members will receive an exclusive 10% discount. To take advantage of this discount a specific registration site has been created for ICHCA members - www.ausintermodal.com/ichca.

View the speaker line-up and detailed agenda and book your place now at: www.ausintermodal.com

ICHCA SA Luncheon is to be held on 16th November. Hear from Stuart Ballantyne CEO of Sea Transport Corporation how innovative solutions for Lucky Bay in South Australia have much wider applications.

EARLY BOOKINGS PLEASE – PLACES LIMITED RSVP: cob **Wednesday 9th November** to Heidi Holmes of AECOM, Tel: 08 7100 6400, Fax: (08) 7100 6499 E-mail: heidi.holmes@aecom.com



6th Thai Ports and Shipping 2011

Imperial Queen's Park Hotel, Bangkok, Thailand
Thursday 24 and Friday 25 November 2011

February 2012

Australasian Ports & Harbours Congress

On 21-23 February 2012 at Stamford Plaza, Brisbane. Visit <http://www.terrapinn.com/2012/ports-and-harbours/>

ICHCA Members receive 15% discount.

May 2012

ICHCA International Biennial Conference 2012 in Melbourne May 8-11, 2012. Details of the conference are available from Mr Ian Lovell on 0400 708 182 or at ian.lovell@bigpond.com.



TRANSPORT EVENTS

Transport Events Management Limited organises the biggest market leading annual Ports and Terminal Operations Exhibition and Conference B2B trade events in Africa; The Indian Ocean Islands; The Middle East; Southern Asia; South East Asia and Australasia.

ICHCA International members receive a 20% discount on the registration cost when attending Transport Events Management events. To obtain this generous discount, when booking simply state that you are an ICHCA International Member.

For a copy of Transport Events Management's full schedule visit: www.transportevents.com or visit the ICHCA International website homepage - www.ichca.com.

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