

DAILY CARGO NEWS

The voice of Australian shipping & maritime logistics

First published in 1891

Celebrating 130 years

November 2021

the **dcn**.com.au



Keeping trade moving

The changing role of customs brokers & freight forwarders

24 Annual review of
liner trades to Europe

23 Trends and forecasts
for reefer trades

50 Views of the industry's
young achievers

Kickstarting careers in maritime

We're helping young seafarers get their start in maritime with 18-months of seagoing experience on our Sponsored Deck Cadet Program

Sydney Harbour | Port Botany | Newcastle Harbour | Port Kembla | Port of Eden | Port of Yamba

www.portauthoritynsw.com.au

Follow us @portauthoritynsw



Taking the helm

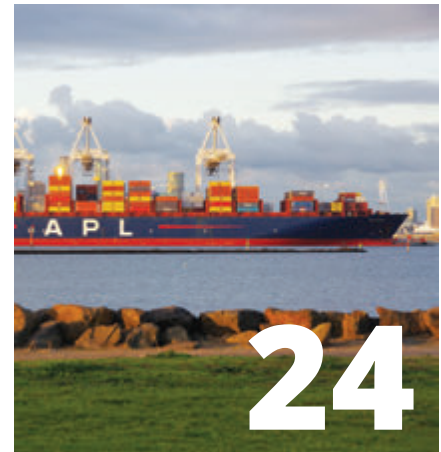
Callum, Port Authority Sponsored Deck Cadet







Contents



FEATURES

- 24** **Liner trades to Europe**
Dale Crisp reviews activity on trade lanes to Europe over the past year
- 32** **Reefer trades**
DCN talks to experts on the outlook and trends in global reefer trades
- 38** **Customs broking and freight forwarding**
A selection of stories including the changing role of customs brokers
- 50** **Young achievers**
How young people are making waves and taking up opportunities

COLUMNS

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> 18 Industry opinion
The Freight & Trade Alliance argues regulation is needed to replace voluntary regime for stevedore charges 19 Maritime Industry Aust
MIAL reports on a whitepaper from a group of young maritime leaders predicting what the future of the industry will look like | <ul style="list-style-type: none"> 20 Women in maritime
Jillian Carson-Jackson examines human capital, diversity and the future of work in the sector 22 Industry opinion
Shipping Australia explains why it is opposed to proposals for a US-style Federal Maritime Commission to be set up here in Australia | <ul style="list-style-type: none"> 62 Interview
DCN sits down with ANL's Lincoln Dundas 64 Mission to seafarers
How the mission has been assisting in the vaccination of seafarers around Australia 66 The grill
In conversation with Captain Ross Nicholls from MTS Brisbane |
|---|--|---|



Major Host Sponsor of the 2021 DCN Shipping and Maritime Industry Awards



www.nswports.com.au

Publisher
Lloyd O'Harte lloyd.oharte@thedcn.com.au

Editor
Ian Ackerman ian.ackerman@thedcn.com.au

Deputy Editor
Paula Wallace paula.wallace@thedcn.com.au

Editorial Intern Abby Williams

Creative Director Lee McLachlan

Production Manager
Grant Lopez grant.lopez@thedcn.com.au

Electronic Services Linda Saleh

Advertising Sales Director
Lindsay Reed lindsay.reed@thedcn.com.au
Tel: 0431 956 645

Subscription Manager
James Hayman james.hayman@thedcn.com.au
Tel: 02 9126 9713

Daily Cargo News acknowledges the Cammeraygal people, the traditional custodians of the land on which this publication is produced. We pay our respects to their elders past and present. We extend that respect to all Aboriginal and Torres Strait Islander peoples today.

COVER IMAGE Maha Heang 245789



Published by
PARAGON DCN PTY LIMITED
ABN: 73 627 186 350
PO Box 81, St Leonards, NSW 1590
Tel: +61 2 9126 9709

CEO
Ian Brooks ianb@paragonmedia.com.au
www.thedcn.com.au

The *Daily Cargo News* is available to interested parties throughout Australia and overseas via subscription.

For enquires please call 02 9126 9713.

The publisher welcomes editorial contributions from interested parties, however, the publisher and Paragon DCN accept no responsibility for the content of these contributions and the views contained therein are not necessarily those of the publisher or of Paragon DCN. The publisher and Paragon DCN do not accept responsibility for any claims made by advertisers.

Unless explicitly stated otherwise in writing, by providing editorial material to Paragon DCN, including text and images, you are providing permission for that material to be subsequently used by Paragon DCN, whole or in part, edited or unchanged, alone or in combination with other material in any publication or format in print or online or howsoever distributed, whether produced by Paragon DCN and its agents and associates or another party to whom Paragon DCN has provided permission.



Tension on the wharves has been on the rise in recent months

From the editor



This month has been marked by spiralling tensions between the wharfies' union and Patrick Terminals. Commentators and some participants themselves are raising the spectre of the 1998 waterfront dispute.

Undoubtedly, there will have been significant developments by the time this edition lands on desks, so specific comment here is not useful. However, I can say that our ports should work and they should work efficiently. Of course, the safety and wellbeing of workers is of paramount importance, but we all know that's not really what this is about. There is change in the air. Keep an eye on our daily news service to be the first to know about developments.

We have a fantastic issue for you this November. First up we have an analysis of liner trades between Australia and Europe from the *DCN's* estimable correspondent Dale Crisp. Read the feature on page 24.

This month we also have a special section that shines a spotlight on our industry's young achievers. Starting on page 50, read about their views and experiences in our industry.

And customs brokers and freight forwarders are sometimes referred to as "the architects of global trade". All too often they work in the background and we only hear about this important part of the supply chain when something goes wrong. On page 38 we take a look at the sector and what the future has in store.

Ian Ackerman
Editor, *Daily Cargo News*



INDUSTRY NEWS

To keep up to date with the latest shipping and maritime logistics news visit the Daily Cargo News website at:

thedcn.com.au



ARROW TRANSPORT LOGISTICS AND QUARANTINE SERVICES

S77G Bonded Facilities in Brisbane, Melbourne & Sydney

It doesn't matter whether your company is big or small, new or old, we treat all our clients with the same respect and dedication. We work across the country, with service backed by years of knowledge and experience.

- General inspections
- Asbestos inspections
- CCV and seals intact inspections
- Metro tailgate services
- Rural tailgate and container wash (Melbourne only)
- LCL / FCL Inspections, Fumigation & Washes (Melbourne wash only)



- 4.1** Heat Treatment Site in Melbourne (V2537) or Sydney (N3242)
- 4.3** Machinery & Container Wash available in Melbourne
- 4.6** FCL & LCL Fumigations (incl BMSB) offered in all 3 states
- 4.7** Secure Unpacks for treatment of seasonal pest in Sydney & Melbourne

IN-HOUSE FUMIGATORS IN ALL STATES



arrowtransport.net.au

News in brief

Full details at thedcn.com.au

Auriga Group makes appointments in Australian pilotage first

Auriga Group announced in late September it had appointed the first female pilot in its business, as well as the first female leader of a reef pilotage business.

Auriga Group managing director Trent Lonsdale said, “All senior leaders in the shipping industry should strive to address the gender imbalance in our sector, and any unconscious bias within their teams.”

The company has promoted Sherie Evans to the role of general manager reef for the Auriga Pilots division. She now heads the pilotage operations through the Great Barrier Reef. For these operations, the company employs 100 staff, including 40 pilots.

Ms Evans joined Australian Reef Pilots in 2006. Since then she has worked in various positions across finance, sales and scheduling.

“It has been a long, hard road, but I am up for the challenge of taking the helm of the reef pilotage business for many years to come,” she said.

Meanwhile, Chevi King has become Auriga Group’s first female licensed marine pilot, and the first female marine pilot to operate

at the Port of Cape Preston, a major iron ore export gateway for Civic Pacific Mining in Western Australia’s Pilbara region.

Ms King has 18 years of experience working in various maritime positions throughout Australia, including roles in the fishing industry, and the offshore, tourism and marine construction sectors.

“I always told my friends since I started in the fishing industry that I wanted to become a marine pilot one day,” she said.

“Now that this lifelong goal has happened it is all a bit surreal.”

Mr Lonsdale said diversity is important, particularly in a historically male-dominated industry.

“We are delighted to see more women progress through the shipping industry in both operational and corporate management positions, and to promote two capable, professional women within our own growing national operations,” he said

“Having senior female operational and corporate leaders in an historically male-dominated industry helps us develop and grow as an organisation, by broadening opportunities for all of our employees and introducing fresh perspectives to improve our overall business and service offering.”

FIRE BREAKS OUT ON CONTAINERSHIP OFF CANADIAN COAST



Zim Kingston off Vancouver Island, British Columbia

■ Canadian authorities in late October extinguished a cargo fire on the containership *Zim Kingston*.

The 4352 TEU, Maltese-flagged containership was en route to Vancouver from Busan when it reportedly lost 40 containers overboard in the ocean at the mouth of the Strait of Juan de Fuca. The waterway leads to the Salish Sea and the ports of Vancouver, Seattle, Tacoma and others.

The vessel anchored several kilometres off the city of Victoria, British Columbia, where teams fought the fire.

A statement from Zim confirmed containers fell overboard in heavy weather, “causing a fire to erupt,” it said.

“To handle this incident, we are working closely with the vessel’s owners, Canadian authorities and other relevant agencies,” the statement read.

“All crew members were reported safe, which is our main concern, as well as the prevention of environmental impact.”

Several reports connected the fire with chemicals in some containers.

A significant storm hit the area at the time of the incident. Local media reported power outages throughout the region with wind gusts of more than 97 kilometres per hour recorded in Seattle.



VALE DARYLL HULL

■ It is with great sadness and regret that we note the passing of Professor Daryll Hull and pay fitting tribute to this greatly appreciated and much-loved man who was a well known and highly respected industry figure.

Known for his great intellect, compassion and understanding, Daryll passed away suddenly on Thursday 30 September.

With an illustrious career spanning 40 years, Daryll 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, co-operative management and common ownership as the underpinnings of a new global social and economic paradigm.

As well as being an all-round inspiring human, his lifetime of career achievements is also commendable. He ran his own successful businesses, assisted others to develop their businesses, and acted as an advisor and mentor for senior executives, academics and university students. Daryll also established the Transport and Logistics Centre, a national research centre funded jointly by the Federal and NSW governments and worked with university research centres at UNSW and Macquarie Universities.

Daryll is survived by his wife, Merryn Hull, his children Arlyn, Nina and Fearn, sons-in-law Darwin and Renee and his grandchildren Emily, Harvey, Fraser, Hazel and Luca.

BIG SHIP BERTHS AT BOTANY, BREAKS RECORDS

■ Records were broken at Port Botany when the containership *MSC Asya* berthed at the port. It was the heaviest ship to berth at the port, and it had the deepest draught of any ship to have berthed at Botany. It is also reported to be the deepest-draught containership ever to berth in Australia.

MSC Asya had a displacement of 140,252 tonnes and a draught of 14.8 metres when it berthed. The previous maximum allowable draught for Port Botany was 14.6 metres. The vessel, built in 2008, has a cargo capacity of 9200 TEU and is 336.68 metres long (LOA).

This accomplishment was made possible, in part, by the Port Authority of NSW employing OMC International's Dynamic Under Keel Clearance (DUKC) technology at Port Botany.

Harbour master for Sydney Harbour and Botany Bay Myron Fernandes told *DCN* Port Botany handles ships of similar lengths and capacity regularly, but *MSC Asya* is the deepest and the heaviest containership yet to call at the port.

"While the DUKC is an important part of what made it possible to bring a ship with a 14.8-metre draught into the port, the work of the pilotage and VTS teams in this achievement was equally as important," he said.

"We've now proven that Port Botany can accommodate ships with similar draughts easily and safely."

Mr Fernandes said an important aspect of this achievement is that being able to safely manage ships with deeper draughts means facilitating greater cargo-carrying capacity.

"Through this recent achievement, the Port Authority of NSW has managed to showcase greater efficiency and capacity outcomes at the port without the need for significant changes in infrastructure," Mr Fernandes said.

OMC managing director Peter O'Brien told *DCN* the system at Port Botany has been operational for about six weeks. But, OMC's DUKC system has been operating in other ports in Australia and abroad for nearly 30 years.

"The first vessel brought into port using the system was in 1993 at Hay Point in Queensland," he said.

He said as the containerships that call Australia get bigger, being able to manage ports more efficiently and safely is increasingly important.

"Risk mitigation is an important part of what DUKC does, it allows port managers to bring larger vessels in, and do it more safely," he said.

"When you're sailing outside what you traditionally do, in terms of draught, it requires full confidence the systems that make it possible, and we're honoured privileged to have the trust of the industry."



MSC Asya at Port Botany

INDUSTRIAL ACTION AT PATRICK TERMINALS CONTINUES

In late September, the Maritime Union of Australia issued 40 notices of industrial action for Patrick’s Melbourne terminal, along with more notices for other terminals around the country.

In a media release, Patrick said the union was launching an “aggressive round of nation-wide strikes during the pre-Christmas freight period”.

However, the union later cancelled the notices of industrial action at Melbourne after two employees there tested positive to COVID-19. The cases put 32% of the terminal’s workforce out of action, with 109 close contacts being forced to isolate for 14 days, and almost 40 casual contacts were in isolation until they returned a negative test result.

In late October, the MUA gave notice of industrial action in November at Patrick’s Melbourne terminal. The notice includes six days, each with a total of 12 hours of work stoppages.



Patrick's Melbourne terminal

Alma Doepel returns to the water

The three-masted schooner *Alma Doepel* was refloated last month after being re-planked as part of a years-long restoration effort.

The vessel was lifted into the water by the vessel *AAL Shanghai* at Melbourne’s Appleton Dock.

The vessel was a common sight on Port Philip Bay in the 1980s and 1990s. It was used for youth development programs for people from a diversity of backgrounds.

Over the past decade, the vessel has been on a barge in the Docklands precinct undergoing renovations.

Alma Doepel is understood to be Australia’s oldest wooden tallship with a history of almost 120 years.

A short report in the 13 May 1908 edition of the *DCN* said, “A telegram was received last night from the Bellinger

River Heads stating that the schooner *Alma Doepel* was aground on the crossing”.

A later mention of the vessel in these pages came on 12 September 1917: “The three-masted schooner *Alma Doepel*, on completing the discharge of her general cargo from Adelaide at Hobart, will probably proceed to Sydney direct with a cargo for Messrs. Jones and Co.”

The vessel was built in 1903 in Bellingen, New South Wales, by Frederik Doepel. It was named after his youngest daughter, Alma.

Alma Doepel sailed mainly around the coast of Australia, carrying goods such as

timber, wheat and jam. It was put to work in WWII as a supply vessel for Papua New Guinea before returning to commercial work in Tasmania in 1946.

Between 1988 and 1999 the vessel made about 140 youth sail training voyages. More than 4000 people sailed on the ship.

MUA backs down in dispute with Qube at Fremantle

The MUA called off its strike at Qube’s operation at Fremantle after reports that Attorney-General Michaelia Cash would intervene to end the strike on the grounds that it was causing economic damage to Western Australia.

Qube Ports director Michael Sousa said the union workers had returned to work with “nothing”.

“This is a humiliating backdown for the MUA officials in WA,” he said.

“They should apologise to the people of Western Australia and their own members for leading this pointless strike. They are under exactly the same conditions they have worked for more than 20 years and which have never been a problem before now.

“They are the same arrangements as the MUA national office accepted and have been agreed at 25 ports around Australia. Only the WA branch of the MUA wanted something different. They have cost their own members more than a million dollars in lost wages and cost WA countless millions in lost work and extra costs.”

Mr Sousa said, “We are happy to participate in conciliation but after more than 25 meetings in 18 months are not confident anything will change on the part of the union”.

MUA WA branch secretary Will Tracey said there had been significant gains in discussions through the 12 weeks of the dispute and talks have progressed on the threshold claim of the 2pm notification of work to the point where the protected industrial action could be suspended.

“Qube’s latest verbal attack on the MUA and its members shows exactly what workers have been dealing with in Fremantle – an arrogant self righteous attitude throughout negotiations that clearly only understands a blunt response,” Mr Tracey said.



Alma Doepel is hoisted from AAL Shanghai

e-Doc No. Service Mode Company Name Allow Partial Load Contact Person Contract Party Telephone Service Contract Place of Receipt i-Dispatch e-Doc No. B/L No. Contract Party Telephone i-B/L Carrier Contact Office Service Type Carrier Contact Office Cargo Ready Date B/L Issue Place Service Type Company Name Cargo Ready Date Service Mode i-B/L Allow Partial Load Cargo Ready Date e-Doc No. B/L No. Telephone Carrier Contact Office Telephone B/L Issue Place Service Type Place of Receipt Cargo Ready Date Contact Person Place of Receipt i-Dispatch e-Doc No. B/L No. Telephone Carrier Contact Office B/L Issue Place Company Name i-B/L Service Mode Contract Party i-B/L Telephone i-B/L Service Mode Contract Party i-Dispatch B/L Issue Place e-Doc No. i-Dispatch Telephone i-B/L Cargo Ready Date Carrier Contact Office Contract Party Service Mode Contact Person Place of Receipt Service Contract i-B/L Service Contract Contract Party i-B/L Service Contract i-Dispatch e-Doc No. Contract Party e-Doc No. B/L No. B/L Issue Place Place of Delivery Service Contract Service Type Cargo Ready Date i-Dispatch e-Doc No. B/L No. Contract Party i-B/L Telephone Allow Partial Load Service Type Cargo Ready Date Company Name e-Doc No. Telephone Company Name i-B/L e-Doc No. i-Dispatch Allow Partial Load Carrier Contact Office Cargo Ready Date i-Dispatch Company Name Allow Partial Load Carrier Contact Office Place of Receipt Telephone Contact Person B/L No. Service Contract B/L Issue Place Contract Party Service Contract B/L No. i-Dispatch

i-B/L

i-Dispatch

Evergreen i-B/L, i-Dispatch
Ever Innovative, Ever Efficient, Ever Reliable

By introducing the paperless i-B/L and digitalized i-Dispatch document transmission, Evergreen ShipmentLink portal is now offering a pioneering functionality to turbocharge your efficiency.



AMSA bans bulker for underpayment of seafarers

The Australian Maritime Safety Authority on 2 October banned the Singapore-flagged bulk carrier *Western Callao* from Australian ports for six months for underpayment of its crew.

AMSA inspected the ship at Port Adelaide on 6 September after receiving a complaint regarding the underpayment of seafarers and repatriation issues.

During the inspection, AMSA found evidence that the employment agreement with the 13 seafarers onboard the ship had not been met, and that the seafarers were collectively owed approximately \$40,000.

AMSA also found evidence the seafarers had been onboard for more than 12 months despite ongoing commitments to repatriate the seafarers at the end of their original nine-month contracts.

As a result, AMSA detained the ship for multiple breaches of the Maritime Labour Convention and the operator was directed to pay the outstanding wages.

The vessel was allowed to sail to Brisbane for a crew change, as they were due to return home, under quarantine conditions approved by QLD Health. AMSA has now received evidence that the crew had been paid.

AMSA executive director of operations Michael Drake said it was not the first time this company, Bright Star Shipmanagement, had been caught in breach of the MLC.

“In July 2020, AMSA inspected the *Western Callao* in Port Kembla, NSW, finding that eight seafarers had been on board for more than 11 months. Another company ship, the *Furness Southern Cross*,

was found to have 10 seafarers onboard for more than 14 months,” Mr Drake said.

“This is the third ship that we have banned this year for serious and shameful breaches of the Maritime Labour Convention.

“Australia has zero tolerance for the underpayment of crew. This type of behaviour is unethical and in complete contravention to the Maritime Labour Convention. The international conventions that protect seafarers’ rights are very clear.

“Ships visiting Australian ports are on notice that if we find deliberate underpaying of crew and attempts to deceive authorities, they can expect penalties.”

Mr Drake said seafarers are making enormous sacrifices by being away from home for extended periods of time just to keep critical global trade moving.

Aurizon to acquire One Rail Australia

■ Rail operator Aurizon announced it had signed an agreement to acquire One Rail Australia for \$2.35 billion.

ORA comprises bulk rail haulage and general freight assets in South Australia and the Northern Territory; the 2200-kilometre Tarcoola-to-Darwin railway line; and a haulage business in New South Wales and Queensland called East Coast Rail (ECR).

Aurizon said it would commit to an enforceable undertaking with the ACCC to divest ECR following the completion of the ORA transaction. Until that time, ECR will be operated independently of the Aurizon Group with a separate CEO and management team.

The ECR divestment commitment is to address potential competition concerns from the ACCC arising from the transaction. Aurizon said a final decision on the form of divestment will be based on delivering the best value outcome for Aurizon shareholders.

The ECR business includes a long-term coal haulage contract with Glencore for its mines in the Hunter Valley.

Aurizon intends to retain and integrate the ORA bulk and general freight assets into its business.

These include the Tarcoola-to-Darwin rail infrastructure, South Australian regional infrastructure, five rail yards, 68 active locomotives, over 1000 active wagons and approximately 400 employees.

The purchase is subject to several customary conditions precedent and regulatory and consent conditions, including clearance from the Australian Competition and Consumer Commission.

The acquisition is fully funded from a combination of Aurizon’s existing debt facilities and underwritten by new committed debt facilities.

In a statement to the ASX, Aurizon said One Rail Australia is a “strong, profitable business with an aggregate estimated earnings before interest, tax, depreciation and amortisation of \$220 million for the 2021 calendar year”.

Aurizon managing director and CEO Andrew Harding said the transaction offered a unique opportunity to grow the company’s business and, at the same time, create value for its shareholders.

“The One Rail acquisition is highly strategic and transformative for Aurizon. It is fully aligned with Aurizon’s strategy to grow our bulk freight business into new markets and new geographies in Australia,” Mr Harding said.

Aurizon on track for expansion





The drugs were concealed within containerised cargo

Heroin seized in largest-ever onshore detection

In a joint media release, the Australian Border Force and the Australian Federal Police reported they had seized the largest heroin shipment ever detected in Australia. It was reported that 450 kilograms of the illicit drug was intercepted inside a shipping container of tiles sent from Malaysia to the Port of Melbourne.

A Malaysian national has been arrested following the joint AFP and ABF operation.

He was charged on 14 October with import a commercial quantity of a border-controlled drugs, namely 451 kilograms of heroin; and attempted possession of a commercial quantity of a border controlled

drug. The maximum penalty is life imprisonment.

The heroin, which police estimate is worth \$140 million, was detected in a sea freight container of ceramic tiles addressed to a Melbourne business.

The shipment arrived at the Port of Melbourne on 29 September 2021, where ABF officers examined the container and located packages with distinctive red heroin branding. Testing on the substance within those packages returned a presumptive result for heroin.

AFP investigators assessed a total of 1290 packages containing heroin within

the shipment. The total estimated weight of 451 kilograms, which is about the same weight as a grand piano, made it the largest onshore detection of heroin in Australia.

The heroin was removed from the shipment and the consignment delivered to an industrial precinct near Melbourne's Tullamarine Airport on 7 October.

On 15 October, AFP investigators executed a number of search warrants on business and residential premises.

AFP Acting Assistant Commissioner Southern Command Krissy Barrett said the AFP has strong and enduring relationships with its international partners in the fight against drug trafficking.

"We have a strong relationship with the Royal Malaysia Police (RMP) and in particular the RMP Narcotics Criminal Investigation Department," she said.

"We continue to work together in identifying and disrupting transnational organised crime syndicates that seek to harm both our nations and generate millions of dollars of profits from criminal activity."

ABF Commander Chris Holzeimer said that despite pandemic-related border disruptions, the ABF continued to disrupt attempts by criminal syndicates to bring narcotics into Australia.

"The ABF remains alert to all attempts to illegally import dangerous narcotics into the country. Syndicates might vary their concealment efforts, but our officers have the technical expertise to defeat them," Commander Holzeimer said.

FRUSTRATED BY TRUCK QUEUES, MANUAL PROCESSES & LACK OF VISIBILITY AT YOUR LOGISTICS FACILITY?

Inbound changes everything

- Inbound uses the latest technology to provide a platform for truck appointments, online document management & full visibility
- The Inbound community already connects hundreds of transport companies with logistics facilities around Australia – all in one place
- Inbound eliminates costly truck queuing and futile truck trips
- Inbound is ideal for the COVID world – reduces physical contact with drivers and enables you to keep track of compliance with COVID regulations by arriving drivers
- Inbound drastically improves your ability to stay compliant with Chain of Responsibility legislation



If you run a logistics facility contact us today to find out how joining the Inbound community can help you

1300 803 873 sales@inboundconnect.com
inboundconnect.com



ABF cancels Sydney cargo depot's licence

The Australian Border Force has cancelled PCA Express' licence, ceasing the company's ability to handle air and sea cargo under customs control.

The ABF said the months-long investigation into PCA Express was prompted by concerns that the depot's processes could be vulnerable to infiltration by organised crime syndicates.

Covert and overt compliance activity by the ABF identified third-party entities operating in the secure customs-controlled area, undertaking activities only the security cleared licence holder is permitted to undertake.

The investigation found that PCA Express had sub-leased its premises to third parties who had not undertaken the required security checks in order to have access to sensitive cargo-controlled area and compromised the integrity of the supply chain.

Goods from overseas make multiple stops from point of origin to the consumer, involving shipping lines, freight forwarders, and depot operators like PCA Express.

The ABF said depots are critical stops in the supply chain, as bulk air and sea cargo are moved from the tarmac and wharves to depots, where the goods are deconsolidated. In many cases, the depot takes receipt of the cargo before the ABF inspects the goods, giving rise to the opportunity for misconduct.

Department of Home Affairs assistant secretary for trade compliance Brett Cox said that service providers such as licensed



ABF officer removes signage at PCA warehouse

depot and warehouse operators play an important role in the supply of goods to Australia.

"They occupy a privileged position of trust, which is why they are subject to compliance checks by the ABF," Mr Cox said.

"Regardless of whether the gap in security allowing unauthorised players to access restricted cargo is deliberate collusion with criminal organisations, or unintentional, it compromises the integrity of the supply chain.

"For this reason, the ABF monitors the activities of key service providers in the supply chain."

AAD to deploy three vessels for Antarctic shipping season

The Australian Antarctic Program is planning to use three ships to support research and resupply activities this summer.

Australia's newly arrived Antarctic icebreaker, *RSV Nuyina*, will be leading the Southern Ocean voyages over the summer.

Australian Antarctic Division operations and safety general manager Charlton Clark said there will be two other vessels to support *RSV Nuyina*.

"We will have an ice-strengthened cargo vessel, *Happy Dragon*, and a second icebreaker contract - negotiations still

underway - to ensure the major science projects for the summer season can be undertaken," Mr Clark said.

Both vessels are due to arrive into Hobart in December.

"*Nuyina's* first voyage south will be at the end of December, after a period of crew commissioning training and familiarisation around the Tasmanian coast," Mr Clark said.

"While on this trials voyage *Nuyina* will take the opportunity to refuel in Burnie and take on the SAB [special Antarctic blend] fuel for refuelling Australian stations," he said.

Nuyina fits within the physical limitations set out by TasPorts for transiting under the Tasman Bridge on the River Derwent. Ongoing simulation testing is identifying the suitable operating parameters for transit.

The focus of this testing is assessing the impact of windage - the surface area of the ship exposed to the force of the wind - and the effect this has when undertaking the transit in various weather conditions.

"The data collected from *Nuyina* on the delivery voyage will assist in this process," Mr Clark said.



Happy Dragon in the Arctic

ABF, Big Lift via AAD

FOR OVER 180 YEARS WE'VE BEEN PILOTING VESSELS SAFELY THROUGH VICTORIAN PORTS.



24/7 OPERATIONS

No matter what time your ship arrives we'll be there.

Our control room operates 24/7, 365 days of the year for the ports of Melbourne, Geelong and Western Port.

MARINE PILOTING SERVICE AT ALL VICTORIAN PILOTED PORTS

Our operations cover: Melbourne, Geelong, Hastings, Portland and Corner Inlet.

Our operations centre is located in Queenscliff, at the entrance to Port Phillip Bay. Pilots can be swiftly transferred to and from ships, minimising time and fuel consumption.

PILOTING ANY TYPE OF VESSEL

We have over 30 full draft licenced pilots: We can pilot any size vessel and have the resources to meet changing situations such as weather delays, cargo problems or marine traffic congestion.

Our pilots are shareholders in the company. Your safe, reliable pilotage is our interest.

RELIABLE PILOT LAUNCHES

Our young fleet of five launches are all self-righting. They are expertly maintained by our inhouse team of mechanics to ensure reliability and safety.

RIGOROUS SAFETY STANDARDS

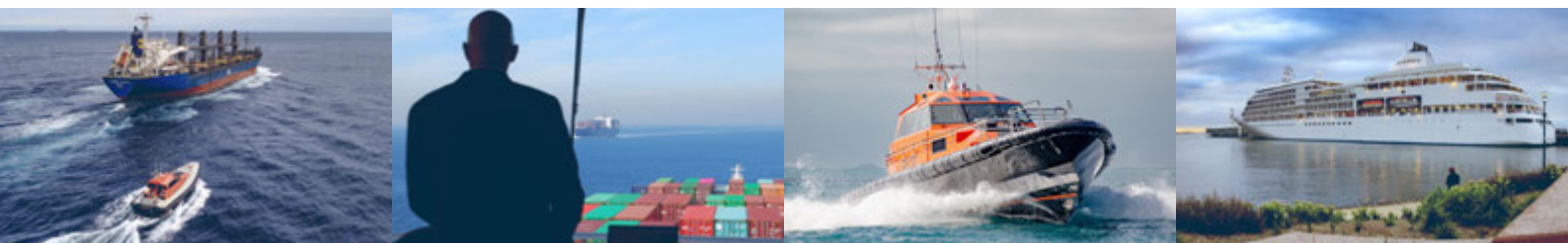
The pilot is responsible for safe passage—from the time they assume control from the ship's master after boarding at sea, until the vessel is safely moored.

We are accredited to several international standards and are audited every 12 months.

ACCREDITATIONS INCLUDE

- ISO 9001 Quality Assurance Standard
- OHSAS 18001 Occupational Health & Safety Standard.
- ISO 14001 Environmental Management Standard
- ISM Safe Operation of Ships Standard

"Partnering with PPSP to enhance existing navigational practises has produced a systems-based approach focusing on the "shared mental model." This system equips our bridge officers with information needed for maximum situational awareness to perform to the highest standards expected from P&O Cruises, Australia. It's been great working with PPSP's safety committee, who share our vision" (P&O Cruises, Australia).



**PORT PHILLIP
SEA PILOTS**

LEADING THE WAY

9-11 Blackwood Street, North Melbourne
Victoria Australia 3051
Phone: +61 3 9287 6500 | Email: admin@ppsp.com.au

WWW.PPSP.COM.AU

MARINE PILOTAGE - ALL VICTORIAN PORTS - AUSTRALIAN OWNED EST. 1839



First vessel sails into Lumsden Point at Port Hedland

In late October, *BBC Pearl* became the first cargo vessel to sail into Lumsden Point. The Pilbara Ports Authority is looking to develop the area into a multi-user facility and logistics hub.

PPA chief executive officer Roger Johnston said the private sector using Lumsden Point following the delivery of cargo in support of the Iron Bridge Magnetite Project, a joint venture between Fortescue Metals Group subsidiary FMG Magnetite and Formosa Steel IB.

“Lumsden Point is envisaged to become a multi-user facility and logistics hub that will alleviate the demand on existing cargo berths at the Port of Port Hedland,” Mr Johnston said.

“This will help support direct shipping services from Asia, the ongoing development of battery mineral mines, as well as providing opportunities for expanding agribusiness and proposed renewable energy projects in the Pilbara.”

Mr Johnston said to date \$143 million has been invested in dredging and land development at Lumsden Point, which is located near the Great Northern Highway and Port Hedland International Airport.

“PPA and Fortescue have worked closely together to fast-track the delivery of this important piece of infrastructure which in the short term meets the needs of Iron Bridge but in the longer term will be important for all port users,” Mr Johnston said.

Fortescue director projects Derek Brown said the construction of the Lumsden Point facility is a result of a collaboration between Fortescue and the Pilbara Ports Authority.

“The Iron Bridge Magnetite Project represents a significant strategic investment for Fortescue, and this purpose-built module offload facility will help underpin the project schedule through the successful delivery of large modules for Iron Bridge,” Mr Brown said.

NEW CEO FOR LINX CARGO CARE GROUP

■ 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.

A statement from Linx CCG said Mr Grehan has strong sector experience including in rail, steel, logistics, telecommunications, and private equity, among others. Mr Grehan has worked in London, Atlanta and Mumbai, as well as delivering projects for clients in New Zealand, South East Asia, Hong Kong and China.

Mr Grehan officially commenced on 25 October. He had already begun working with the group senior leadership team weeks prior to ensure a smooth transition to the role in advance of Anthony Jones’ departure.

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 resigned in August before he took the reins at the company.



INDUSTRY EVENTS

2022	EVENT	
28-29 Jan	International Conference on Advances in Marine Engineering & Technology	Australian Museum, Sydney
17 Feb	DCN Australian Shipping & Maritime Industry Awards	Four Seasons Hotel, Sydney
22-23 Feb	Australian Peak Shippers Association Conference	TBA, Wagga Wagga
18 Mar	ASCL Awards and Gala Dinner	Crown Palladium, Melbourne
29 Mar	AMPI 2022 Australia’s Maritime Future Conference	Novotel, Wollongong North Beach
20 May	IFCBAA National Conference	Surfers Paradise JW Marriot Resort & Spa, Gold Coast
7-9 Sep	Australian Cruise Association Annual Conference	Ville Resort-Casino, Townsville

To notify DCN of events please email us at editorial@paragonmedia.com.au

Marine Cargo Specialists

We offer a comprehensive range of risk protection for Freight Forwarders, Road Transport Operators, and Warehouse Operators. Underpinned by over 40 years of experience and global networks.

- Freight Forwarders & Custom Brokers Liability
- Business Insurance
- Warehouse Operators Liability
- Marine Cargo Facility for Freight Forwarders
- Cyber Crime Insurance



Contact the Midas team for all your insurance needs.

1300 664 272 or **info@midas.net.au**

For further information visit our website www.midas.net.au

GLOBAL RISK MITIGATION FOUNDED ON LOCAL EXPERTISE

Time for regulation

Paul Zalai of FTA and APSA takes a look at landside stevedoring charges, and asks if Australian shippers are paying too much

THE AUSTRALIAN COMPETITION

and Consumer Commission, in its most recent *Container Stevedoring Monitoring Report (2019-20)*, highlighted that stevedore “landside and other” revenue is significantly increasing; however, this quantum is largely being offset by a correlating reduction in “quayside” revenue.

This brings into question whether exporters and importers are paying duplicate landside stevedoring fees: once via sustained high terminal handling charges administered by many shipping lines, and a second time via terminal access charges and vehicle booking system fees administered by shipping line contracted parties.

The bottom line is that vulnerable Australian supply chain participants are currently paying an additional \$500 million or more per year direct to stevedores and empty container parks. These rapidly increasing costs are having particularly devastating impacts on exporters and importers with downstream crippling financial impacts on manufacturers, farmers and regional communities.

VOLUNTARY ARRANGEMENTS

As determined by the ministers at the Infrastructure and Transport Ministers meeting held on 20 November 2020, the National Transport Commission was tasked to lead reform and the development of voluntary national guidelines to apply to stevedore infrastructure and access charges (both their introduction and increase) at Australia’s container ports.

Nearly a year later and we are still awaiting a formal position from the NTC, with recent events fuelling our scepticism as to whether a voluntary arrangement will adequately protect the interests of the international trade sector, adding resolve to our advocacy that regulation is needed to wind back and eradicate terminal access charges, leaving market forces to determine price and service.

In the interim and to the credit of the Victorian government, they have at least

put their toe in the water by introducing their Voluntary Port Performance Model (VPPM). Last year, when the VPPM concept was in its infancy, FTA and APSA received formal correspondence from Victoria ports minister Melissa Horne saying, “In January 2020, when I released the summary of our Port Pricing and Access Review to stakeholders, I advised stakeholders that the Victorian government was not intending to move towards heavy-handed regulation but would instead work towards establishing a new voluntary port performance model for the Port of Melbourne in partnership with all port users”.

Ms Horne went on to say that if voluntary standards didn’t improve pricing transparency, the Victorian government could consider mandatory standards.

TESTING THE PROCESS

During the course of this year, stevedores have increased their terminal access charges nationally (including increases at their Port of Melbourne operations). In each case, FTA/APSA sought prescriptive detail as to whether this is a measure to offset a further reduction in quayside rates to stevedore commercial client shipping lines and/or necessitated by other specific operational factors.

In the absence of any commercial ability to influence the quantum of the terminal access charge (being a take-it-or-leave-it proposition as referenced by the ACCC) and in line with the intent of the VPPM, FTA/APSA also requested a further detailed explanation for the increases including disclosure, supporting information and data justifying the full cost structure of the total increased fees.

While constructive meetings were subsequently held with stevedore executives, follow-up correspondence did not provide the specific data requested, instead provided a general commentary with a broad reference to activities and capital expenses. FTA/APSA has met with and provided formal correspondence to

Victorian government representatives in terms of the VPPM experience, noting the futile nature of a voluntary approach and urging the minister (ideally in partnership with other state ministers), to move towards regulation to force stevedores (and empty container parks) to cost recover directly against their commercial clients (shipping line).

IT’S TIME FOR REGULATION

The definition of insanity is doing the same thing over and over again and expecting a different result, according to the adage often attributed to Albert Einstein.

FTA/APSA will not be taking what would be insane action to again challenge this terminal access charge increase via the VPPM. Based on experience, it is a waste of time and an example of absolutely disastrous government administration.

FTA/APSA will continue its close engagement with the ACCC in the lead up to the release of its next *Stevedore Monitoring Report* and will maintain our stance highlighting the flaws of a voluntary pricing regime.

The VPPM or any similar voluntary monitoring process will mean that stevedores will continue to receive revenue from the transport sector with the minor inconvenience in the form of another level of bureaucracy before implementing each increase. Continuation of such voluntary performance arrangements also poses the significant risk of giving tacit approval to this unwarranted cost recovery method on third parties.

You do not have to be Nostradamus (or Einstein) to see that empty container parks will also continue ratcheting up their charges on transport operators too – and why not? Stevedores have highlighted that it is a very effective model to collect revenue from vehicle booking systems rather than negotiating increases with commercial clients.

FTA/APSA will continue its advocacy for genuine reform. ■

Leading tomorrow's challenges

Looking into the maritime industry crystal ball, a group of young maritime leaders have produced a whitepaper predicting what the future of the industry will look like

THE MIAL FUTURE LEADERS

program brings together the best of the next generation. It was launched in December 2019 to establish a network of young maritime professionals and develop their leadership potential.

Months into the program, the Future Leaders made a pivot to an online setting. This had the unexpected benefit of enabling the participation of thought leaders from around the world.

There was a planned in-person networking event to wrap the program up. However, this had to be cancelled, and in its stead the Future Leaders compiled a whitepaper. This document provides their predictions for the future of the industry.

Below are some highlights.

AUTONOMOUS AND REMOTELY OPERATED VESSELS BY RACHEL HORNE

- 1 Semi-autonomous vessels will have replaced the majority of commercial vessels operating for routine passenger transport, movement of goods, scientific research, and tourism.
- 2 A maritime water space management system (MWSMS) will have been implemented to manage allocation of surface and sub-surface water space and interaction between smart vessels.
- 3 The deconfliction service the MWSMS offers – together with advanced navigation, sensing and inter-vessel communication technologies – will enable minimal crewing. Semi or fully autonomous vessels will be supervised remotely by single operators.
- 4 A new Commonwealth entity, Australian Complex Autonomous Systems Safety Authority (ACASSA) will set the standards and conduct assurance activities for the black box behind autonomous and semi-autonomous systems.
- 5 Regtech concepts will be implemented by the ACASSA to enable continuous background monitoring of AI-based autonomous systems, using risk thresholds to determine input required



MIAL Future Leaders: L-R Brendan Curtis, Katherine Langworthy, Emilie Donovan (back), Tayissa Popowicz, Laura Allen (back), Rachel Horne, Mike Merrutia (back), Ewen McCarroll

by the operator, and enabling non-intrusive compliance checks.

THE AUSTRALIAN MARITIME ECONOMY IN 2040 BY BRENDAN CURTIS

- 1 It has taken 15 years, but the consistent and targeted long-term policies developed in partnership with industry have revitalised Australia's maritime industry with economic success founded on technology advances.
- 2 Australian shipping policies are not restricted by domestic or international borders, or what kind of activity the ship undertakes – there is an open embrace of every asset that floats as a driver of the maritime economic multiplier benefiting the nation.
- 3 A revitalised Australian shipping economy is dependent upon a skilled maritime workforce. While crew members can be sourced from other nations, Australians will pursue maritime careers to achieve a high breadth of skills and a rich depth of capability in technical and technological roles.
- 4 The strategic decision to invest in decarbonisation, alternative fuels and autonomous operations has Australian businesses well positioned globally with significant economic benefits. The potential to transition this technology into defence industries around the world brings significant economic multiplier advantage.

THE MARITIME INDUSTRY MUST BE HEARD IN 2040 BY EWAN MCCARROLL

- 1 An umbrella body for all marine sectors has been established. It has a direct and open dialogue with governments, industry and community. The awareness of the blue economy has improved for all participants largely due to a shared vision and working together appropriately to achieve cross industry goals.
- 2 The Australian marine industry is positioned at the forefront of political discussions.
- 3 The industry prioritises communications with a shared goal-driven message.

THE ENVIRONMENTAL IMPACT OF SHIPPING IN 2040 BY LAURA ALLEN

- 1 Providers and other suppliers are waste free by communicating early and harnessing the buying power of shipowners and operators to demand sustainable and responsible replenishment.
- 2 Ship design and adoption of nano-surface technology will result in significant opportunities for the industry to increase efficiency and reduce marine biosecurity risks with the delivery of financial benefits to shipowners and operators.
- 3 Integrated vessel arrival systems across all Australia ports to minimise anchor use, increase operational energy efficiency and reduce voyage emissions by 2040. ■

The human capital in shipping

New technology and shifting economic realities necessitate a close look at human capital, diversity and the future of work in the maritime industry, **Jillian Carson-Jackson** writes

IF I WAS TO ASK YOU, “WHAT IS human capital”, what would you say?

In a society that highlights economic development, we may focus on the dollar values of capital, looking for increase in gross domestic product or financial stability. However, we know that increased GDP is not a measure of social wellbeing. If we put the human at the centre, we begin to see through the facts and figures of statistical analysis to the concepts of “human capital”.

Adam Smith, back in 1776, wrote *The Wealth of Nations*. Considered the founding father of economics, in the book, he described human capital as “the acquired and useful abilities of all the inhabitants or members of the society”.

In 1960, the work of American economists Theodore Schultz and Gary Becker highlighted the fact investing in workers was no different than investing in equipment. The connection between education and the ability of a person to earn a higher wage was becoming evident. The UN Sustainable Development Goals (SDGs) make a link to decent work and economic growth (SDG 8).

EXPANDING THE CONCEPTS OF CAPITAL

In short, human capital is the knowledge, skills and personality attributes that humans have that contribute to the creation of goods and services and includes intangible elements such as creativity, innovation and vision. The next steps are to work to quantify intangibles like cultural capital, social capital and intellectual capital.

Cultural capital is the combination of knowledge and intellectual skills that enhance a person’s ability to achieve a higher social status or to do economically useful work. In an economic sense, advanced education, job-specific training, and innate talents are typical ways in which people build cultural capital in anticipation of earning higher wages.

Social capital refers to beneficial social relationships developed over time such as a company’s goodwill and brand recognition. Social capital is distinct from human assets like fame or charisma, which cannot be taught or transferred to others in the way skills and knowledge can.

Intellectual capital is the intangible value of the sum of everything you know, your experiences and learning, which gives the business a competitive advantage. One common example is the intellectual property – creations of the workers’ minds, like inventions, and works of art and literature. Unlike the human capital assets of skill and education, intellectual capital remains with the company even after the workers have left, typically protected by patent and copyright laws and non-disclosure agreements signed by employees.

THE FUTURE OF WORK

Existing norms in leadership, collaboration and organisation were developed to address the problems and technology of 100 years ago. With the pandemic, climate change and the rate of technological advancement, we need to develop new skills and mindset for work, leadership and teams.

The World Economic Forum says by early 2025, technology will gain such traction that solving tasks will be done equally by machines and humans. This means 85 million or more jobs will change over the next five years, and roles we can’t even imagine yet will be created. The ecosystem of work is changing, including the maritime work ecosystem. We may intrinsically know there is value in embracing a diverse workforce to provide innovative solutions, we are also reaching beyond our comfort zone.

If the pandemic and subsequent lockdowns highlighted anything, it’s that the requirement to pivot and accelerate the uptake of new ways to work and connect. Online training, communication, even online social engagements, is becoming the norm. Yet, there are concerning trends

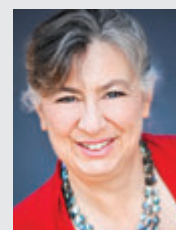
that are emerging, trends that counter the move to diversity and inclusion.

The data indicates a disproportionate impact to unemployed or underemployed young workers, minority groups whose labour force participation declined steeply, and women, whose employment was found to be 19% more at risk than men. When the *Harvard Business Review* did a study in February 2021, 85% of those in the study said that their work life was getting worse, and their wellbeing declined. And 56% said their job demands increased.

The pandemic highlighted and exacerbated the digital, education and skills divides around the globe – in 2020, 80% of job losses were among the lowest wage earners. This didn’t only impact leisure and hospitality, but ironically government and education – an estimated 100 million global workers will need to find a different occupation by 2030. And we know it has had an impact on the maritime industries. Yet, demand for skilled workers is growing at the same time – seven in 10 employers say they are struggling to find workers with the correct mix of technical skills and human capabilities. There is an increasing focus on the human capital.

Peter Drucker, an Austrian-American management consultant, said this: “The greatest danger in times of turbulence is not the turbulence itself, but to act with yesterday’s logic.”

For our maritime human capital, we must have a vision for the future that is not based on yesterday’s logic. ■



Jillian Carson-Jackson, president, The Nautical Institute



Geraldton is all about the relaxed lifestyle

**A career with Mid West Ports Authority could
be your gateway to a sea change**

**Keep up to date with current
employment opportunities
by regularly visiting the
MWPA website**

www.midwestports.com.au



Un-Australian, unnecessary, and unwanted maritime regulator

Shipping Australia examines the implications for Australia if a US-style Federal Maritime Commission were to be set up here

WELL, WE'VE HEARD OF SOME

really terrible policy proposals, but the call to set up a Federal Maritime Commission (FMC) in Australia is probably one of worst of recent years. And that's saying something!

The FMC's mission is to ensure a competitive and reliable ocean supply chain that supports the US economy and protects the public from unfair and deceptive practices. Hmmm – sounds familiar. If we ignore the bit about “the ocean supply chain”, it's not a million miles away from what the Australian Competition and Consumer Commission already does.

Australia doesn't need an FMC because we've sort of already got one: it's the ACCC.

PERCEPTIONS OF BIAS AND ONE-SIDEDNESS

The FMC's predecessors were born out of WWI. The demands on global shipping were enormous, there was a loss of shipping supply, and the US was a fast-growing nation. There were fears at the time that liner conferences might gain market power. So, a new watchdog was created to “protect American exporters and importers”, according to the FMC. The predecessors of the FMC were explicitly protectionist bodies.

STILL A PROTECTIONIST BODY TODAY

The FMC is still a protectionist body today and it appears to be institutionally prejudiced against ocean carriers.

Consider this line: “[The FMC provides] a forum for exporters, importers, and other members of the shipping public to obtain relief from ocean shipping practices”. And this: “reviewing and monitoring agreements among ocean carriers and marine terminal operators ... to ensure that they do not cause substantial increases in transportation costs”.

It's hardly free-market stuff and it starts from a position of bias against ocean carriers. Readers will find other, similar, statements from the FMC.

NOT EXACTLY A NEUTRALLY-BALANCED ADVISORY COMMITTEE

The main FMC advisory membership committee advises on policies relating to the fairness of the international ocean freight delivery system. What a marvellously unbiased body it must be, this “National Shipper Advisory Committee”.

That name gives you a bit of clue right there as to just how neutral it is. The FMC then helpfully goes on to discuss its advisory committee: “membership will be comprised of 12 representatives of entities who export cargo and 12 representatives of entities who import cargo”.

Ain't no room for ocean carriers on that committee.

It's hard to see how supporters of an FMC-style body set up to promote the interests of shippers, with an advisory

committee wholly comprising of shippers, could plausibly claim it would be fair. No matter what it said or decided, every act would be tainted by the perception of bias.

WHO STAFFS THE REGULATOR?

The United States' FMC Commissioners basically come from backgrounds that are either bureaucratic, political or legal, or a mix of all three. So, if we follow the US FMC model, the Australian FMC would probably also be politicised, bureaucratic and legalistic too.

A FAIR AND ACCURATE DESCRIPTION

So let's fairly and accurately describe these

calls to replicate an FMC-style body in Australia.

Shipper representatives want to replace Australia's existing, open, competitive, unbiased and free market system with a protectionist government body.

This proposed body would give shipper representatives, but no-one else, extra opportunities to influence government policy and to regulate behaviour of market participants. While it would generally be described with the neutral term of “regulator”, in reality it would be a government body set up for the specific purpose of regulating the market for the benefit of importers and exporters.

LIKELY CONSEQUENCES

Adequate discussions of this proposal need more space than is available here.

The fundamental point is this: government control of markets doesn't work.

This was something the legendary Labour prime ministers Bob Hawke and Paul Keating knew. It's why they

dismantled the old protectionist system that served Australia so badly. Australia has enjoyed a good economy since then.

Every now and then we forget the lessons taught to us by Hawke and Keating. Case in point: the Road Safety Remuneration Tribunal. Hated by nearly all, independent reviewers and experts condemned it for its bureaucracy-spawning and economy-hurting effects. It's gone now, thankfully.

An FMC-style regulator in Australia would be unnecessary, biased and economy-damaging.

Frankly, it's a mad call.

Dismiss. ■

HUNTERLINK

24/7 Helpline - 1800 554 654

enquiry@hunterlink.org.au

employee assistance provider

Over 10 years experience supporting workers and businesses in the shipping and maritime services industry



How can Hunterlink help your business and its people?

Hunterlink is a specialist welfare and support service for seafarers, offshore workers and maritime services employees. We are the leading Employee Assistance Provider for these unique workplaces both within Australia and around the world.

We know that long periods at sea or shift work can take their toll on the mental health and wellbeing of seafarers, and their loved ones.

Hunterlink provides 24/7 support services to seafarers maritime workers (and their immediate family) by telephone and online via video conferencing and text message apps.

As an EAP, Hunterlink assists crew and their managers by delivering a holistic mental health and wellbeing program that includes 24/7 telephone counselling, management and outplacement services, mental health training and organisational consultancy services.

With our background in maritime services and shipping, we know and understand that a commercial vessel or a busy port is a unique workplace, and Hunterlink provides fast and attentive critical incident support for maritime workers and seafarers.

Hunterlink works with companies to tailor our services and provide training and support programs that will boost morale, improve productivity and enhance the performance of your crew.

Through our Lunch and Learn programs, Toolbox Talks, onsite and webinar training modules, your crew will be supported to develop positive mental health, strike a healthy work/life balance and manage the pressures of FIFO, remote or shift work lifestyle.

Contact Hunterlink today to find out how we can support your business or workplace.

 www.hunterlink.org.au  enquiry@hunterlink.org.au  [hunterlinkEAP](https://www.facebook.com/hunterlinkEAP)

FREE 24/7 NATIONAL ASSISTANCE HELPLINE: 1800 554 654





Lifeline or

The crazy world of COVID has provided an unexpected and welcome fillip for direct container services between Australasia and Europe. But are days of reckoning ahead? Dale Crisp investigates

Could this be the best of times? According to provisional figures from London-based Container Trade Statistics (CTS), released in mid-October, total container volumes to, from and within Australasia grew by 6.6% to 3.44 million TEU in the first half of 2021. Unsurprisingly imports lead the way 10.5% to register 2.04 million TEU, while exports were up by 3.1% to 1.2 million TEU, while the already limited intra-Australasia trade lost 9% to finish on 195,400 TEU.

Exports from Australasia were up in all trades except, ironically in the context of this review, for Europe, which lost

D.Crisp



death knell?

6.1%, and North America (-0.5%); however, this does not tell the whole story for the services involved. CTS measures the European exports as 8% of total Australasian volumes and records 98,500 TEU for 1H 2021, down from 104,900 TEU in 1H 2020 and 117,000 TEU in 1H 2019.

However, it was a much better story for carriers when it comes to imports, up a stonking 14% to reach 378,500 TEU compared to 331,900 TEU for 1H 2020 and 354,300 in 1H 2019. CTS deems the Europe southbound trade as accounting for 19% of Australasia's total imports.

As always, the proportion of European/Mediterranean cargo moving on the direct services – as opposed to relay – is very difficult to determine. According to CTS's freight rates monitoring, export rates to Europe increased 10% in April 2021 over the same month in 2020, and then again by 21% in May and 22% in June.

Southbound the rises were even more pronounced, jumping 40% year-on-year in April, 58% in May and 63% in June.

For the Middle East/Indian Sub-Continent sector, served in part by AES/NEMO, northbound rates shot

CMA CGM's *APL Miami*



Europe to Australia has been increasing throughout the year and we're seeing rates of US\$8000-9000 per FEU.

up 60% in June 2021 compared to 2020, following increases of 25% in May and 20% in April.

Northbound volumes (calculated as 13% of total Australasian containerised exports) recorded 18.6% growth in 1H 2021 to 152,600 TEU, up on 2020's 128,700 TEU and 2019's 141,800 TEU, doubtless reflecting the recovery in grain and pulse exports.

Southbound, which is almost entirely in the hands of transshipment service, there was an astounding leap of 118% in April year-on-year, followed by 122% in May and 125% in June.

Middle East/ISC imports to Australasia (4% of total imports) grew by a substantial 20.5% in 1H 2021, over 1H 2020, although the total volume was still a modest 85,000 TEU; this was nevertheless up from 1H 2020's 70,700 TEU and 1H 2019's 76,500 TEU.

MULTI-SECTORAL SERVICES

It is always appropriate to refresh readers of this review with an explanation of the nature of the two direct services between Australia/New Zealand and the Mediterranean/UK/northwest Europe: they are really multi-sectoral – and couldn't survive if not.

It's over 13,000 nautical miles from Australia to Europe via Suez, and 12,700 nautical miles via Panama

– and that's taking the most direct sea routes, without deviations to Singapore and the Indian Sub-Continent northbound or Indian Ocean islands southbound on the Suez route, or East Coast North America (both ways) and South Pacific southbound on the Panama route. Each service thus comprises an assembly of sectors, each hopefully profitable, to fill the ships and underwrite such long, thin routes.

Accordingly, it takes 14/13 ships to mount a weekly service between the two regions, with MSC and CMA CGM's AES/NEMO calling at 20 ports, and CMA CGM and Marfret's PAD/NASP 16, and sailing (theoretical) 98-day and 91-day rotations respectively. AES/NEMO vessels range from 8238 to 9572 TEU, while PAD/NASP (when weekly) uses 13 ships of 2100-2500 TEU.

However, when one does the sums, these are expensive operations to mount. The operators have traditionally had difficulty in extracting freight premiums for Europe direct services when there are literally hundreds of transshipment options over Asian hubs (for the Suez route) and Central America/the Caribbean hubs for the Panama route.

Hence, Hapag-Lloyd's 2019 decision to abandon the Suez direct route in favour of relay – which the line may be living to regret – while other major players such as Maersk dropped direct ANZ-Europe links years ago.

For customers requiring containers to remain onboard from origin to destination the direct services are crucial – but everything else, cargo-wise, is contestable. If freight rates on major east-west routes are low, usually a reflection of one of the regular bouts of over-capacity, and there's space on South East Asia-



ZIM An innovative industry leader

ZIM INTEGRATED SHIPPING SERVICES

is by no means a new name in global shipping. With a legacy stretching back to 1945 and a pioneering role in the container revolution, ZIM is well known to those familiar with the shipping industry. But it was the year of the pandemic that brought ZIM to center stage: having achieved a complete turnaround in terms of efficiency, innovation and profitability under President & CEO Eli Glickman, the company made the headlines after a successful IPO in the New York Stock Exchange – ranked among the best-performing IPOs of 2021 – and the staggering financial results in 2020 and 2021 (Net Income of \$888 million in Q2 2021!).

ZIM's transformation was achieved through a profound revaluation in ZIM's organizational culture, embracing a new vision and new values that encompass all spheres of activity. The new spirit is epitomized by "The Z-Factor" – ZIM's catchphrase for a set of core values – which constitutes the company's "secret ingredient".

ZIM's transformation, and its differentiated position in the market, relies on several pillars: a distinct strategy – global niche carrier – focusing on trade routes where ZIM has a competitive advantage, an asset-light model, with most vessels chartered, allowing for agility and fast response to market needs, innovation through advanced digital tools, big data, Artificial Intelligence, and investment in technological partnerships. All this goes

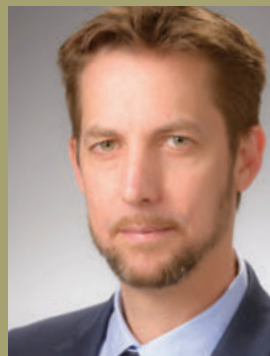
hand-in-hand with ZIM's paramount emphasis on quality customer service with a fresh approach, such as the "Powered By Our Customers" concept presented in this article.

During the pandemic crisis, ZIM introduced new specialized e-Commerce lines including the China Australia Express (CAX), which proved a resounding success. The company has grown from operating about 60 vessels to over 120, increasing its container fleet by more than 50%. ZIM's second-quarter carried volume increased by 44% year-over-year, substantially higher than market growth.

Looking ahead, ZIM signed a long-term chartering deal with Seaspan for 25 new ultra-modern "green" vessels, demonstrating a commitment to sustainability.

Upon ZIM's entry into the Australian market in late 2020, ZIM's President and CEO Eli Glickman said: "We see great opportunity in the Australian trade and believe our unique Z Factor and innovative, yet personal approach will be appreciated and valued by customers in this market." Since then, two additional lines from China and Southeast Asia to Australia (C2A) and an Australia - New Zealand feeder (N2A) have been added to ZIM's portfolio in the region, catering to customers' growing needs in this challenging time for the supply chain worldwide.

The recently inaugurated ZIM Australia office is headed by John Van Pelt, while in New Zealand, ZIM is represented by Inchcape Shipping Services McKay, headed by David Mitchel.



ASSAF TIRAN
VP of Global
Customer Service



JOHN VAN PELT
Australia
Managing Director



DAVID MITCHELL
New Zealand
Managing Director

Australasia services, (with total transit times at least equal to and often better than direct services) shippers take the path of least cost resistance. Of course.

But 2020-21 has brought a whole new complexion to the direct versus relay conundrum on the Europe-ANZ routes. And fundamentally there's a one-word reason: congestion.

GLOBAL CONGESTION

In mid-October 2021 more than 600 containerships were reported to awaiting a berth at ports worldwide, representing over 12% of the global fleet by number. And while the greatest clusters were at West Coast North American, Chinese and South East Asian ports in Europe Rotterdam, Antwerp, Hamburg and Felixstowe were all suffering major berth congestion and landside gridlock.

Hundreds of supposedly weekly services, mostly on east-west routes, were running up to 21 days late; schedule reliability amongst the top ten carriers was averaging less than 43%.

Against this backdrop, AES/NEMO and PAD/NASP claim to have not lost a single sailing – albeit at the cost of numerous port omissions and rotation changes at both ends of the services.

“In comparison, service from Europe to South East Asia has been chaotic, adding 21 to 35 days to service rotations, and with the same issue from SEA

“Rates have increased to a more reasonable level for our premium product. We have seen the import/export market for years being pulled down by cheap and poor transshipment services, when the carriers have space on both legs.

“When the market changes, the same carriers do not like the same ANZ cargo – which allows us to restore a sustainable difference between direct and t/s service and re-establish the perception of a need to have a direct service.”

During this year, most of big BCOs started to shift their southbound volume to the AES/NEMO direct service, he said: “They’re looking now to have a more diversified procurement strategy; not putting the same eggs in one basket but considering the value of direct service and shifting now more than 50% of their volume to this kind of product.

“Export wise, we see the same experience, but it has taken time for the shippers to realise that paying the correct price is needed to have space onboard.”

CONTAINER BACKLOGS

Lines say the cargo mix in the Europe trade remains basically the same, with imports comprising machinery, furniture, metals, plastic and chemical products, textiles, luxury goods and foodstuffs. There’s just more of it. One frustrated freight forwarder told *Daily Cargo News* in early October he was aware of one carrier that had a backlog of 15,000 containers, “from everywhere but many hundreds from Europe” in Asian hubs awaiting delivery to Australia.

A carrier source confirmed temperatures were running hot: “We did see more resilient volume in the December/March period, which is usually the slack period on the import side. That’s carried through and we expect to see the same in 2022, as there is still a backlog of cargo being shipped to Australia.”

“Europe to Australia has been increasing throughout the year and we’re seeing rates of US\$8000-9000 per FEU,” a line manager joyfully reported.

Exports consist of grain (on intermediate northbound Suez system legs), metals, wine, foodstuffs, wood products and FAK.

The news on the export front has been improving too, with another bumper grain crop, plus cotton, to fill AES/NEMO ex Australia and the rebuilding of national beef herds leading to progressively increasing kills during the year, though COVID constraints at some abattoirs has crimped output.

Nevertheless, this gradual increase in supply has contrasted with tightening capacity due to delays/congestion: overall this has created quite a “warm market” export-wise, benefitting PAD/NASP.

“Australasia is providing first-class products to the world and demand is high,” the trade manager noted. “We are fully booked to the end of this year and 1Q 2022 is looking very positive.”

For customers requiring containers to remain onboard from origin to destination the direct services are crucial – but everything else, cargo-wise, is contestable.

to ANZ it has confirmed [in shipper minds] that there is a need for something better than price,” a trade manager asserted.

“We have managed to deliver the planned number of sailings we committed on both the Suez and Panama services, reinforcing our strategic position of maintaining direct services from Europe to Australia/NZ, demonstrating the value of these services to Oceania.”

Challenges remain on the operational side, he said, and carriers do not foresee the increased and globalised congestion abating in 2022. But this is playing into the hands of the direct services.

“The regularity of sailings and weekly schedule-keeping has been invaluable although problematic. It is, for example, much easier to make up time through bad weather with the larger Suez ships than the more modest Panama units. But wherever possible we’ve been meeting our commitments.

WHAT ABOUT RATES?

Have meaningful northbound rate increases been achieved? “Yes, these have increased for those on quarterly arrangements,” a line executive responded. “For those with annual contracts, significant increases should be expected early in the new year as they will be moving cargo at a level well below the current market.”

So for now, all is going well. But the perpetual questions over the future of Europe direct services loom, and these all come down to operating costs.

Carriers point out that both AES/NEMO and PAD/NASP have a reasonable mix of owned, long-term chartered and short-term chartered tonnage, which has provided some degree of protection from the runaway markets of the last 12 months.

Nevertheless, according to Alphaliner, typical rates for the 8000-9500 TEU ships employed on the Suez route – remember, 14 required to perform the 98-day rotation – soared from US\$13,000 per day in June 2020 to US\$90,000 per day in July 2021, with a mid-October 2021 estimate (for a less-than-12 month fixture) of US\$173,000 per day.

For PAD/NASP, which needs seven ships on fortnightly frequency and 13 for fortnightly, rates for the desirable geared 2200-2700 TEU vessels with copious refer plugs rocketed from \$7000 per day in June 2020 to \$35,000 per day in July 2021, with a mid-October estimate (for a less-than-12 month fixture) of \$73,000 per day. With the seasonal structure of the service, effectively every six months the partners have

A NEW HORIZON FOR MARFRET

■ MSC and CMA CGM are respectively the second- and third-largest global container lines and thus have more wherewithal than most to seize opportunities to cushion against exploding ship prices and charter costs.

For PAD/NASP’s junior partner, Marfret, the issues are more acute, finding itself at the total mercy of markets if not for some fast footwork.

Writing in the company newsletter Marfret general manager Guillaume Vidil commented, “The near chaos in the supply chain brought about by the pandemic has plunged the shipping industry into a totally new order of things far removed from the sector’s normal economic cycles.

“Worldwide port congestion, at a level and extent hitherto unseen, is prompting new types of behaviour at every step along the transport chain.

“An erratic market, combined with supply and demand antics, has resulted in a shortage of vessels, with a knock-on effects that has meant a heyday for non-operator owners.”

Charter prices have gone through the roof, with some reaching a historical high of US\$200,000 per day.

“This dizzying increase has led to a record number of transactions and behaviour that threatens to upset the balance between charter and ownership,” Mr Vidil said.

To protect itself from these swings, Marfret has always managed to include the right measure of each, according to the company.

“There is a temptation today to give in to the siren call of the highest bidder, either by increasing charter rates to astronomical amounts or selling off ships at indecent prices,” Mr Vidil said.

“Concepts such as ‘my word is my bond’ and a handshake to seal a deal have all been consigned to the dustbin.”

Mr Vidil cited the example of another shipowner bidding top money to acquire a vessel Marfret had had on charter

for two years; in order to protect the company’s capacities on that trade, a replacement charter had to be found.

“With the issue of balance in mind, Marfret has redoubled its efforts in terms of fleet strategy. Just prior to the steep rise in vessel prices, we acquired the container ship *Marius* (formerly *Nordmaple*), operated on our NASP line, bringing the number of our vessels in ownership to eight,” he said.

“Today, almost all the group’s lines are operated in ownership. A new horizon has appeared, with a strong market in view until at least 2023.

“The time for Marfret as shipowner is ripe, with the promise of new opportunities, new markets and new lines.”



Marfret's Nordmaple



The Port of Antwerp, Belgium

Whichever way one slices the salami, direct service expenses are inexorably rising – including now also for fuel.

to redeploy relevant (inevitably chartered) tonnage from other services, or tap the charter market anew, an increasingly fraught business.

What’s more, non-operating owners are insisting on commitments of as much as three to four years, locking in high rates for a very long period; in early COVID times in 1Q 2020, owners were lucky to be able to secure three-month employment from carriers.

Brokers last month noted that MSC and CMA CGM have been amongst the most active buyers of second-hand tonnage over the past year, even at what at first sight seems like ridiculous prices for often aging vessels. MSC is reported to have expended more than US\$2 billion by August to add some 115 ships of 433,800 TEU to its fleet.

But the figures add up, analysts say, citing a 2015-built, 6600 TEU boxboat that sold for US\$135 million – or likely around three times its build price – but in the red-hot market can earn a potential US\$30 million in one year. If the vessel is now carrier-owned that’s a very substantial saving.

CMA CGM was reported in October to have paid US\$43.1 million for a 16-year-old, Hyundai Mipo-type 2824-TEU vessel, for which charter rates were then sitting at US\$40,737 per day for a (minimum) two-year fixture; thus the French line has theoretically saved itself some 73% of chartering costs over the course of such a fixture, and will of course have the vessel available for at least another four years.

RIISING OPERATING COSTS

Whichever way one slices the salami, direct service expenses are inexorably rising – including now also for fuel.

“We estimate a substantial increase in operational costs,” a senior executive forecast.

“At the same time, having fewer vessels available in the market and the need dry dock, there is a real risk of seeing blank sailing happening and not only on AES/NEMO and PAD/NASP.

“It makes no sense anymore to charter a vessel to cover one or two round-trip sailings while a ship undergoes a period of immobilisation and, in any case, there is less availability of vessels on the charter market that could suit these periods.”

Another commented, “I think both fuel costs and more pressingly, charter rates, will have a real impact on long haul services such as these. There must be a lot of consolidation pressure as a result.”

Should PAD/NASP not have its underpinning contract with NZ kiwifruit exporter Zespri, “I think it would effectively convert the service to a fortnightly frequency year round. However both charter prices and service consolidation are also key factors. With charter rates at current levels, the ability to combine loops and offer comparable services while freeing up vessels must be a very appealing option”.

GREAT UNKNOWNNS

Consultants such as Drewry are still predicting upwards of 5% growth in global container volumes for 2022. But talk to any insider and their thoughts are occupied by what they see as the inevitable erosion or reversal of COVID-driven demand behaviour and the consequent reduction in supply chain bottlenecks.

The other great unknown is what will happen when deliveries flow, in 2023-24, of the frenzy of new ship orders placed this year.

“It’s a bad joke but by then I suspect the seas are going to be awash with ships, part-empty, taking us back to the bad old days of over-capacity. And we know what that means for our direct services,” an insider said.

“I just hope we can get a couple more good years and keep faith with our customers before it all turns to poo again.” ■



Australian Peak Shippers Association Inc. (APSA)



APSA CONFERENCE WAGGA WAGGA NSW 22 & 23 FEBRUARY 2022

REGISTER AT WWW.FTALLIANCE.COM.AU/UPCOMINGEVENTS

TUESDAY 22 FEBRUARY 2022

SITE TOUR – Riverina Intermodal Freight & Logistics (RIFL) Hub & WELCOME FUNCTION

WEDNESDAY 23 FEBRUARY 2022

OPENING & WELCOME TO COUNTRY

- Olga Harriton [Chair, Australian Peak Shippers Association (APSA), Global Logistics Manager – Manildra Group]
- Aunty Isabel Reid [NSW State Recipient Senior Australian of the Year 2021]

KEYNOTE ADDRESS

- The Hon. Michael McCormack [Member for Riverina, NSW] - Inland Rail, priorities for regional centres

INFRASTRUCTURE (Session Sponsor: Port of Melbourne)

- Georgia Nicholls [General Manager – Rail Freight, Australasian Railway Association]
- Port of Melbourne
- Transport for NSW
- Justin Bond [Committee Member, Australian Peak Shippers Association (APSA), Head of Global Logistics and Customer Service, SunRice]
- Mark Owens [National Transport and Logistics Manager, Manildra Group]

SESSION 2 – PORTS AND SHIPPING (Session Sponsor: NSW Ports)

- Paul Zalai [Director, Freight & Trade Alliance (FTA) / Secretariat Australian Peak Shippers Association (APSA)] - Productivity Commission Inquiry into Vulnerable Supply Chains
- Ron Grasso [Lead, National Guidelines on Stevedore Infrastructure and Access Charges, National Transport Commission] – terminal access charges via a voluntary port performance model
- Campbell Mason [GM Commercial and Business Development, NSW Ports] – port and intermodal connectivity
- Patrick Chan [Chief Commercial Officer, Victorian International Container Terminal (VICT)]
- Andrew Fairley [ANL & CMA CGM Sales Director Australia] – global and domestic forecasts
- Kurt Wilkinson [Vice Chair Australian Peak Shippers Association (APSA), Fletcher International Exports]

SESSION 3 – INNOVATION (Session Sponsor: Department of Agriculture, Water and the Environment)

BEST PRACTICE CASE STUDY

- Danielle O'Connor [Group Exports Logistics Manager, Teys Australia] - creation of an agile environment to deal with the ever-changing world of international trade.
- David Ironside [Assistant Secretary Plant Exports Operations Plant and Animal Exports Division – Department of Agriculture, Water and the Environment] – increased compliance with overseas phytosanitary requirements, Congestion Busting funding, investment and trade facilitation initiatives
- Patrick Hutchison [CEO, Australian Meat Industry Council (AMIC)]
- Tony Geitz [MD, Australia- Louis Dreyfus Company / Australian Cotton Shippers Association (ACSA)]
- David Alpen [Regional Operating Officer ANZ at Treasury Wine Estates]

MAJOR SPONSOR



RIFL SITE TOUR



WELCOME FUNCTION SPONSOR



SESSION SPONSORS



GOLD SPONSORS



SILVER SPONSORS



BRONZE SPONSORS



STRATEGIC SPONSOR





Ian Ackerman

Reefers on a PATH different

The past year and a half has been wild for all types of freight, but for reefers it has been different. In some ways, the trends have followed the rest of the industry, but in others, reefer trends have been topsy-turvy. Welcome to reefer madness

Reefer containers have not been immune to the economic winds that have buffeted dry container trades since early 2020.

According to Drewry's *Reefer Shipping Annual Review and Forecast 2021-22*, published in August this year, reefer container freight rates have risen sharply through 2021. However in contrast to dry cargo rates, reefer container rates are forecast to continue rising in 2022, driven by catch-up on north-south trade routes.

Drewry's Global Reefer Container Freight Rate Index, a weighted average of rates across the top 15 reefer intensive deep sea trade routes, rose 32% over the year to the second quarter of 2021. By the end of the third quarter of this year, these gains are expected to reach as much as 50%. But these advances are dwarfed by the recent surge in dry container freight rates which have seen average container carrier unit revenues more than double over the same period.

Drewry's research shows the resurgence in reefer freight rates has not been uniform across all trades. Pricing recovery has been particularly strong on the main east-west routes, where vessel capacity conditions have been tight.

But, north-south trades have generally seen less price inflation, particularly on export routes from west coast of South America, Central America and Southern Africa.

Reefer containers at the Port of Hong Kong



Shinano Reefer
refrigerated cargo
ship

FREIGHT RATES TO CONTINUE UP

Drewry’s head of reefer shipping research Philip Gray said, “In contrast to dry container freight rates which are expected to decline in 2022 as trade conditions normalise, reefer container freight rates are forecast to continue rising as price inflation feeds into north-south routes when long-term contract rates are renewed. Most reefer cargo on these trades moves on long term contracts.”

The key driver of reefer freight rate inflation has been capacity related, as perishables shippers have

competed with higher paying dry freight beneficial cargo owners for scarce containership slots, despite ample reefer plug capacity provision, according to Drewry’s research.

Meanwhile, continued disruption across container supply chains has led to acute shortages of reefer container equipment, already challenged by the particularly imbalanced nature of reefer trades.

“We believe that these conditions are short term and will self-correct as trade normalises from mid-2022,” Mr Gray said.

“However, we expect reefer container equipment availability to remain an issue for certain trades during their peak seasons, as the global fleet is not expected to keep pace with rising cargo demand, despite record output of newbuild containers.”

SPECIALISED REEFER VESSELS

These conditions have provided short-term reprieve to specialised reefer vessels, as some beneficial cargo owners have returned to the mode seeking relief from congested container supply chains. But despite these developments, Drewry estimates that the specialised reefer vessels’ share of the perishables trade fell to 12% in 2020 and is expected to decline further into single figures over the next few years.

Mr Gray said the specialised reefer fleet has seen limited scrapping over the six months to August, even though

THE REEFER VIEW FROM DOWN UNDER

ANL, part of the CMA CGM Group, is one of the main suppliers of containerised reefer services to and from Australasia. DCN had a chat with the company’s national reefer manager Glen Harvey and regional manager CMA CGM + (value added services) Oceania Victor Abeyesekera

Could you tell us about reefer trends across the region so far this year?

Glenn Harvey: To date, there has been strong reefer demand across the board. This is heightened within the meat and fruit/vegetable sectors despite the current political tensions with China.

This year, we are seeing an increase in sea freight demand for exotic fruits such as avocados and bananas (controlled atmosphere units). We are also seeing increased demand for CSIT (cold sterilisation in transit) due to South Australia losing fruit fly area freedom status in 2021.

What does the short-term future look like for the reefer sector in Oceania?

GH: Reefer versus demand is expected to remain strong into 2022 across all of Oceania. The current political tensions with China remain a grey area in terms of market forecasts.

What are the current key challenges facing the reefer sector?

GH: The current challenges within the reefer sector include:

- Reefer equipment supply (particularly CSIT/controlled-atmosphere-suitable equipment)
- Port congestion
- Vessel schedule reliability
- Delays
- Political tensions

Have there been any major wins for reefer within ANL/CMA CGM

GH: A major win we saw this year was the first sea freight banana and avocado exports in controlled atmosphere units ex Brisbane and Fremantle with current customer Costa Group. ANL was awarded 100% of the trial program.

We have also seen full plug utilisations on most trades, highlighting the demand for reefer.

Victor Abeyesekera: A recent win for

the Australian reefer sector was the establishment of an ongoing fresh milk program using our Reeflex product ex Australia to Asia.

Reeflex carries up to 22,000 liters per flexi-bag, with anti-wave technology and a single point of fill within 25 minutes for a transit of up to 21 days. This product is well known to extend product shelf life while also lowering costs for packaging at the port of departure, posing huge benefits for the Australian reefer sector.

What is ANL/CMA CGM currently looking at to further develop reefer capabilities?

GH: Reefer Smart Container (formally known as Traxens) currently in development. We are hopeful this will be released in time for the 2022 grape season, allowing shippers greater scope to track product and temperature performance.

REEFLEX
LIQUID READY



**TECHNOLOGY
PROTECTED LIQUIDS**



REEFLEX LIQUID READY

THE ULTIMATE SHIPPING SOLUTION

Allowing for the transportation of liquids in a single bag, Reeflex provides the most efficient and cost-effective shipping solution for importers and exporters.



Scan To Find Out More!

Find us: anl.com.au/ [linkedin.com/company/ANL](https://www.linkedin.com/company/ANL)

CMA CGM
GROUP



...the global fleet is not expected to keep pace with rising cargo demand, despite record output of newbuild containers.

Philip Gray, Drewry

scrap values were high. However, he said there are no materially important new orders in sight. The specialised reefer fleet is expected to decline by 9% by 2025.

However, Mr Gray said at the moment, specialised reefer vessels have been very much in demand in areas that analysts thought were long lost to containers.

“What is clear is that the rising tide lifts all ships. Those supply chains that are geared to specialised reefers are taking, in a way, a sigh of relief. Even if the rates are going up for them, they can still rely on a service. I’m talking about bananas from Ecuador to Europe, for example, or the kiwi trade from New Zealand to Asia, et cetera,” he said.

“These are supply chains that are accustomed to specialised reefers. So much is the pressure on the supply chain is that we now see meat moving from Brazil to all sorts of destinations [in specialised reefer vessels], or French fries, or fish, or palletised juice moving from China or Turkey to the US. A lot of extra cargo has been thrown at specialised reefers.”

Mr Gray said on top of this increased demand, specialised reefer vessels are very good pallet carriers.

“We should not forget that a lot of the cargo that moves in dry containers is in fact palletised cargo,” he said.

“There is a lot of dry cargo being booked on specialised vessels as non-operating reefers. That is also pushing the charter rates to unprecedented highs, and that exacerbates the shortage of vessels.”

He said in this case, we can continue to see charter rates going up and vessels being in tight supply.

REEFERS IN CONTEXT

Despite a 0.4% decline in global seaborne perishables trade in 2020 to 132 million tonnes, containership reefer liftings advanced 0.3% to 5.4 million TEU. Further modal share gains and buoyant cargo demand will see containerised reefer traffic expand at a faster pace than dry cargo trade from 2022.

The Drewry research found the contraction in overall seaborne perishables trade in 2020 was much milder than for dry cargo, demonstrating the stronger resilience of reefer trades to economic shock.

The trade was particularly impacted by a shuttered hospitality sector which reduced demand for fruit, vegetables and frozen potatoes, while COVID-19 measures cut crop production and fish catches.

Meanwhile, an outbreak of fusarium TR4 disease in the Philippines weakened growth in banana trades. TR4 is a soil-borne fungal disease, also known as Panama disease, that attacks nearly all varieties of bananas. According to Business Queensland, the disease is one of the greatest threats to worldwide production.

Despite decreased banana exports from the Philippines, cargo demand was supported by a booming pork trade, owing to African Swine Fever driven imports into China.

Seaborne reefer traffic picked up through the first half of 2021, expanding 4.8% year-on-year, led by meat, citrus and exotics trades but is not expected to expand at the same pace as dry cargo through the remainder of the year as it is not recovering from as deep a contraction in 2020.

“A combination of buoyant cargo growth and tight capacity conditions will continue to support reefer container freight rates and specialised vessel charter earnings,” Mr Gray said.

“However, charter rates for larger reefer vessels that have been in particularly high demand of late are expected to wane as capacity conditions ease.” ■



IFCBAA 2022 National Conference

Friday 20th May – Saturday 21st May 2022

DAY 1: Full day plenary session followed by Welcome drinks Poolside

DAY 2: Full day plenary session followed by Gala Dinner in the Ballroom

SPEAKERS INCLUDE:

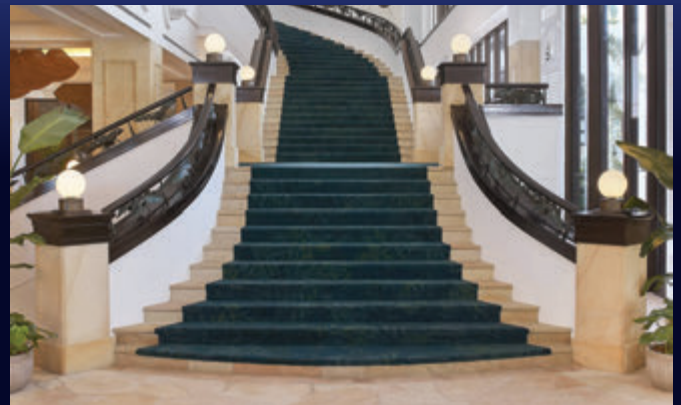
HON. KAREN ANDREWS MP (Keynote address)
Member for McPherson, Minister for Home Affairs

HON. DAVID LITTLEPROUD (Keynote Address)
Member for Maranoa, Minister for Agriculture, Drought and Emergency Management, Deputy Leader of the National Party

MICHAEL OUTRAM, APM
Commissioner, Australian Border Force

ANDREW HUDSON
Partner, Rigby Cooke

TIM FITZGERALD
Assistant Commissioner, Operation Coordination and Planning Command ABF



TO REGISTER:

www.ifcbaa.com

JW MARRIOTT Gold Coast Resort and Spa
158 Ferny Avenue, Surfers Paradise, QLD 4217



The state of play

Customs broking & freight forwarding

DCN's annual focus on customs broking and freight forwarding looks at the work of one of the industry's foremost associations representing the interests of those working in the sector. It also highlights the often overlooked but vital work of licensed customs brokers in supply chains both here and overseas. DCN also reports on the challenges of managing abandoned cargo and speaks to a new entrant to the industry offering a unique service.



Abandoned cargoes: more than money at stake

DCN's Paula Wallace reports on a recent webinar hosted by Transport Events and sponsored by TT Club that explored the challenges, costs and solutions to managing abandoned cargo

Few could forget the devastation and tragic loss of life resulting from the explosion at Lebanon's Beirut Port in August 2020. Investigations have since shown the explosion was the result of the detonation of 2750 tonnes of ammonium nitrate stored at the port – part of a cargo that had been abandoned in 2013.

With supply chain congestion and widespread delays in the international container trades and the likelihood of the challenges of abandoned cargo increasing prompted TT Club to issue guidance on this global issue of importance.

TT's risk management director Peregrine Storrs-Fox said, "Levels of cargo abandonment have always been problematic to forwarders, NVOCs (non vessel owning carriers), logistics operators and, of course, container terminals.

"The surge in container demand over recent months has however compounded container ship capacity issues, port congestion and consequent severe transit delays.

"These factors will do little to alleviate the practice of cargo interests, in circumstances of loss of market for goods or bankruptcy, simply relinquishing ownership of consignments," he said.

The potential catastrophic impact arising from the deterioration of abandoned cargo cannot be disregarded as a remote risk any longer, according to Mr Storrs-Fox.

However, the considerable costs accruing from container demurrage, detention, storage and disposal regularly result from cargo that, for a variety of reasons, is no longer required by the original receiver or consignee, and is simply abandoned at a port terminal or cargo facility.

"Increased risks of safety and regulatory infraction are inevitably consequent, as well as significant demand on management and operational resources to resolve individual cases," Mr Storrs-Fox said.

CHALLENGES FOR FREIGHT FORWARDERS

On 30 September 2021, Transport Events hosted a webinar on the abandonment of cargo featuring contributions from Peregrine Storrs-Fox, Richard Brough, Jens Roemer from FIATA International Federation of Freight Forwarders Associations, Bob Ahlborn from the National Cargo Bureau and Uffe Ernst-Frederiksen from IVODGA.

Jens Roemer explained that abandoned or uncollected goods are those goods for which the consignee cannot be located or the consignee is refusing to take delivery of the cargo.

National legislation usually refers to conditions that need to be fulfilled for goods to be declared as abandoned and one such criteria is the period after which goods are considered to be abandoned.

But here the problem begins for the freight forwarder. There's no global, commonly accepted

practice covering all jurisdictions. Therefore, forwarders need to be aware of national legislation and will need to follow it.

Mr Roemer said in the case of abandoned goods, the freight forwarder often becomes the central party against which to seek regress for fees and associated costs.

“Jurisdictional differences also means that it is very important to maintain a close dialogue with the local agent, with your network, with your agent at the destination.

“In addition, it is important to know the difference in relation to local jurisdiction versus the jurisdiction named in the contract of carriage and recognising that there may be jurisdictional challenges.

“A prudent approach would always be to obtain at the very early stage a legal opinion before proceeding,” he said.

PREVENTION AND DUE DILIGENCE

“Prevention and due diligence ... it’s basically only common sense,” according to Mr Roemer.

“When mitigating the risk of being left with abandoned goods, focus must be given on the contractual party, the goods involved and the trade lane involved.”

Many risks can be mitigated substantially right from the beginning, simply by having proper due diligence procedures in place.

“One simply needs to know with whom one is contracting. Know your customer and its financial situation. But one should also have a reliable network and a trustworthy partner overseas,” Mr Roemer said.

“It’s a global problem. In this context it’s decisive to have consistent and well-documented procedures in place.”

Some cargoes are obviously more likely to be abandoned than others: relatively low value, high volume, used goods such as waste and scrap, used computer equipment or personal effects are known to be at high risk.

“Unconventional trade lanes may be key indicator of illicit trade and should signal a red flag for further checks to be conducted.

“In addition, attention should be paid to certain socio-political circumstances, such as sanctions and embargoes, which may indicate a higher risk,” Mr Roemer said.

FORWARDER AS AGENT OR PRINCIPAL

The freight forwarder acting as NVOCC, as carrier, by issuing their own bill of lading is concluding the contract of carriage directly with the shipping lines and will be shown as shipper in the bill of lading.

The forwarder is acting as principal and is fully liable for abandoned cargo towards the shipping line as per the contract of carriage.



UNIQUE INVESTMENT OPPORTUNITY

MELBOURNE-BASED INTERNATIONAL FREIGHT FORWARDING COMPANY

Androk Global has been retained by the owners of a privately-held Melbourne-based international logistics business to assist in assessing strategic alternatives for the company, including a staged or full divestment.

With over thirty-six years of freight forwarding experience, the current owner has firmly positioned this company as a sustainable and well-established industry player with demonstrably strong profitability and growth. With a well-diversified business and international client mix, the company’s predominant business is in the export of containerised cargoes to NE/SE Asia, the Americas, the Indian sub-continent and Europe. This is complemented with break-bulk volumes as well as air-freight cargoes, and import business from selected markets. Total container shipments have grown strongly and currently exceed 4,000 TEUs per year.

Innovation has driven the company’s success, with proven capability in designing solutions to many complex logistics problems posed by clients. The business has also developed a reputation for the efficient execution of complex cross-trade business.

To express your interest in the sale process, get in touch by visiting www.androkglobal.com/eoi or call Naush on +61 414 535176





Over 1400 Ports
Covering 35 Countries
More than 100 Offices Worldwide
Shipping to & from Melbourne, Brisbane,
Sydney, Fremantle & Adelaide

**LINKING AUSTRALIA
TO THE WORLD
AND THE WORLD
TO AUSTRALIA**



**Globelink opens in the NORDICS in collaboration
with TRANSASECO our foot print has extended
with offices in Sweden, Norway, Denmark & Finland**

Our AIRSHIP SERVICE
Simplified Tariff
Door-to-port service
Substantially reduced transit times
Priority transfer from plane to vessel
Prompt vessel connection in Singapore



THE DCN AUSTRALIAN
**Shipping &
Maritime**
INDUSTRY AWARDS
WINNER

Freight Forwarder of the year Award
2018 - Winner | 2019 - Highly Commended

RATES & SERVICE SO GOOD CALL OUR TEAM NOW!

Sydney: 61 2 9666 7788

Melbourne: 61 3 9335 3788

WWW.GLOBELINK.COM.AU

The related risk can be substantial, but also accumulated cost related to demurrage and detention and others is high and often exceeds the value of the goods.

“When the cargo has been shipped under an ocean bill of lading only and no house bill of lading has been issued, the freight forwarder is acting as agent, only as agent,” Mr Roemer said.

“In such cases, the forwarder is not party to the contract of carriage, the shipping line has a direct contractual relationship with the actual shipper under the bill of lading and the shipping line should look to the shipper for the recovery of charges.

“In theory, the freight forwarder has a very comfortable situation. However, the devil is in the detail. There’s a potential risk for the forwarder acting as agent which is the merchant clause,” he said.

Shipping lines may find it difficult or not attractive to claim against the actual cargo interest possibly because they may be domiciled in an unfavourable jurisdiction or maybe they don’t have sufficient assets.

“So, as an easy way out, shipping lines may refer to the merchant clause. In these circumstances shipping lines may try to recover from freight forwarders,” Mr Roemer said.

The merchant clause commonly appears on bills of lading and tries to place full liability on forwarders, notify parties and others involved in the maritime supply chain.

“The exposure can be huge and it is in no relation to the function of the freight forwarder acting as agent.

“The question is if the merchant clause can be enforced. It is FIATA’s opinion that shipping lines should not be able to impose liability out of the contract of carriage to freight forwarders or other third parties that are not party to the contract of carriage.

“This is simply because the freight forwarder acting as agent is not party to the contract of carriage,” he said.

As such, freight forwarders should seek legal advice if the merchant clause is enforceable in the relevant jurisdiction.

“Merchant clauses are a common phenomenon through which carriers are trying to extend liability beyond the contractual parties to those who do not have any beneficial interest in the cargo in question,” Mr Roemer said.

“In doing so, such this parties are often exposed to joint and several liabilities, despite not having consented to such terms and conditions of the bill of lading.

“This is particularly noted in relation to liability situations concerning abandoned cargo, as well as demurrage and detention charges.”

GOOD COMMUNICATION

The shipper and consignee must be contacted immediately, put on notice about the situation and given a short deadline to collect the goods and settle any costs that have already accrued.

“Meanwhile, the freight forwarder should remain on full alert until the situation has been resolved,” Mr Roemer said.

“Formal notification should be sent immediately after the expiry of the free time and any provider deadline explaining rights and obligations and specifically warning that any further delay or failure to take delivery will result in legal proceedings.

“In the instance that the cargo was abandoned, a final note should be issued explicitly stating that the necessary measures will be taken including sale or disposal and that all associated costs incurred will be for the customer’s account,” he said.

DAMAGE CONTROL

Demurrage and detention charges are unreasonably high and should be mitigated, according to Mr Roemer.

“There’s a high exposure towards the freight forwarder as shipping lines will go after the freight forwarder in case the shipper and consignee don’t pay.

“Above all, alternative storage solutions that are less expensive should be found. Get the goods outside the container ... it’s the most expensive warehouse today due to the demurrage and detention costs.

“I appreciate that containers are an important asset of the shipping lines. Shipping lines need them, they need to move cargo and containers should not be used to store cargo.

“But under the circumstances of abandoned cargo it is unreasonable to insist on indefinite accumulation of demurrage and detention charges. Also, because high charges lead to delays in negotiating solutions with the consequence that all parties involved and that includes the shipping lines are stuck with a problem,” Mr Roemer said, adding that the terminal may be sitting on a “ticking bomb”.

THE ROLE OF CUSTOMS AUTHORITIES

In relation to time period by which goods are considered to be abandoned, customs procedures play an important role in the process.

Customs authorities are in particular interested in duties and taxes. The Kyoto Convention clearly states:

“Provided that no offence has been detected, the person concerned shall not be required to pay the duties and taxes or shall be entitled to repayment there of when, at his request, such goods are abandoned to the Revenue or destroyed or rendered commercially valueless under Customs control, as the Customs may decide. Any costs involved shall be borne by the person concerned.”



The potential catastrophic impact arising from the deterioration of abandoned cargo cannot be disregarded as a remote risk.

Peregrine Storrs-Fox, TT Club

Mr Roemer said, "In other words, duties and taxes are not due. However, goods will have to be destroyed or made commercially useless under customs control and this may not come cheap".

RETENTION RIGHTS

In the event that goods are abandoned the carrier may have a retention right and lien on the goods with the right to redress the sale of the goods to get paid.

The specific mode of transport has an impact on how the freight forwarder can deal with the goods and whether there's the right of lien or retention.

"Regarding sea transport, it should be noted that the *Rotterdam Rules* contain a provision that addresses the situation where the goods remain undelivered," Mr Roemer said.

"In such cases the carrier, after giving proper notice, may take any appropriate and reasonable measure to dispose of the goods including to have them sold in accordance to local practices, laws or regulations of the place where the goods are located."

Most standard trading conditions negotiated and published by the freight forwarders associations do have a lien clause and so does the FIATA bill of lading.

ROLE OF DIGITALISATION

Digital contracting may help the process of dealing with abandoned goods particularly if a system is used to share data and communicate with all parties involved.

In addition, digitalisation may provide an important tool to support the communication and information about a shipment including its whereabouts, arrival times and delays.

"Establishing an efficient and effective channel of data exchange and data communication between shipping lines, freight forwarders and other parties such as terminal operators would help to ensure that freight forwarders can act with greater speed thus substantially decreasing the costs at stake," Mr Roemer said.

FINAL THOUGHTS

Instances of abandoned goods continue to be a key issue for freight forwarders, certainly in today's economic climate. It is therefore important that freight forwarders take important steps from the beginning to reduce their risk exposure through the establishment of strong standards, due diligence and cargo management procedures.

"FIATA encourages the co-operation of all actors within the supply chain to proactively act in good faith in dealing with such situations, and to collaborate on industry-level initiatives to find solutions for the benefit of the whole supply chain," Mr Roemer said.

"It is simple. We need to communicate. It is our maritime supply chain and any kind of problem requires all stakeholders to get together and communicate." ■

TRADECORP

Tradecorp International - A proud supplier of container equipment to the Shipping, Transport and Logistics industries.

We supply new or used, standard and specialised equipment for domestic, import and export shipments including:

20ft & 40'GP/HC's ■ Flat racks

Open tops ■ Double door ■ Side door

Half height ■ Reefer containers



We purchase Shipping line disposal units!

ENQUIRIES dcn@tradecorpinternational.com.au

CONTACT Nick Bond 0481 768 227

www.tradecorpinternational.com.au

Putting the industry first

IFCBAA's origins have remained true for more than 100 years and continue to inform its advocacy and educational work today, Paul Damkjaer writes

The origins of the International Forwarders and Customs Brokers Association of Australia (IFCBAA) go all the way back to 1904 when in Sydney, 14 businessmen came together to determine ways and means for businesses to be appropriately represented in terms of customs and transport issues. From that meeting, the Customs Agents and Transport Association of New South Wales was formed.

Since then, the organisation has developed through a series of name changes reflecting the contemporary evolution of the industry functions of its members. Through a merger of two organisations in 2020, IFCBAA emerged as the foremost not-for-profit industry association for customs brokers and freight forwarders in the country.

The organisation is supported by a board of directors and regional advisory councils in each state, with a management, administration and training team supporting members in each state.

FINGER ON THE INDUSTRY PULSE

IFCBAA has continued to monitor the ongoing and prolonged impact of the COVID-19 pandemic, which has presented numerous challenges for the international freight forwarding and customs clearance landscape.

IFCBAA has been at the forefront of representing its members' interests in dealing with these challenges and keeping them informed.

It has done this through participation in high-level freight industry consultation with the federal and state governments, importantly securing "essential industry" status to ensure members can continue to co-ordinate the flow of goods moving internationally and domestically.

IFCBAA also participated in the formation and ongoing extensions through to July 2022, of the Austrade International Freight Assistance Mechanism,

a temporary, targeted, emergency support measure put in place by the Australian government to keep global air links open in response to the ongoing effects of the COVID-19 pandemic.

IFCBAA's media campaign and government lobbying provided a strong voice on behalf of all members impacted by industrial action and weather events during peak season in late 2020 – causing major disruption to shipping and port handling, creating delivery delays of several weeks and significant additional costs.

IFCBAA is expecting a recurrence of delays in peak season 2021.

SHIPPING ISSUES

The issues in shipping over the past year have been well documented, with global demand unable to be met by the supply of available vessels; port congestion leading to delayed shipping schedules, including omitted ports; and equipment shortages with the repatriation of empty containers to Asian ports hampered by limited export space availability on vessels.

IFCBAA has discussed shipping issues with the Minister for trade, Dan Tehan, namely the impact that reduced capacity and higher prices for sea freight is having on Australian business and the broader Australian economy. Minister Tehan acknowledged the issue and is referring the matter to parliamentary colleagues for further discussion.

IFCBAA also provided a submission to the Australian Competition and Consumer Commission in relation to the *Outline of Competition Issues in Connection with Ocean Carriage of Containerised Cargo*.

The concern of IFCBAA and its membership is that the way in which the carrier market is using its substantial market power, which could result in freight forwarders being unable to compete. This is because they are unable to influence or control sea freight, priority access pricing, priority access to equipment and priority loading on vessels in the same way that a vertically integrated carrier offering freight forwarding services through a related entity is able to do.

Further, with such an outcome, the options for Australian importers and exporters that previously used freight forwarder services, will become limited to tied forwarding and logistics with the limited number of carriers that service Australian trade. As a consequence, it is likely to have the effect of increasing future costs for Australian exporters and importers.

IFCBAA met with the ACCC to discuss the submission and it confirmed it is interested in this issue and receiving further information.

PORT ISSUES

Ships are currently full of import containers inhibiting the loading of exports and empty containers due to limited exchange windows.

Industrial action arising from the negotiation of enterprise bargaining agreements at DP World,

Hutchison Ports and VICT, have all led to delays at ports. Negotiations with Patrick are ongoing and also creating delays.

Further issues surround increasing terminal access charges and Patrick's weight amendment fee with the new Pondus system.

IFCBAA provided a submission to ACCC's stakeholder consultation for its *Container Stevedoring Report Survey*. It highlighted IFCBAA's ongoing engagement on issues related to stevedores and government authorities, in particular infrastructure surcharge and terminal access charges, which have increased 2600% in 11 years.

IFCBAA and industry stakeholders met with state transport ministers and the National Transport Commission to take action on the stevedores infrastructure and access charges regime.

Over the past year, IFCBAA provided a submission to the *Productivity Commission's Vulnerable Supply Chains Interim Report*, focusing on transport and logistics vulnerabilities in moving goods internationally and through the ports, across Australia's border, highlighting the above issues.

WIDE-RANGING ADVOCACY

As a member of the NSW Minister for Transport Freight Logistics Advisory Council, IFCBAA notes that NSW has been critical to the function of freight productivity and in the movement of goods across borders. However, the 28% rail productivity target in the *TfNSW Freight and Ports Plan* needs to consider market restrictions and other factors such as time, infrastructure and price.

IFCBAA is also a member of the TfNSW Committees – Port Transport and Logistics Taskforce and the Empty Container Working Group – consultative forums for representatives of businesses having a direct interest in the operations of Port Botany.

IFCBAA is a participant on an industry collective representing Victorian exporters, rail operators, logistic businesses, councils, and industry associations on the future of the Victorian government's Mode Shift Incentive Scheme (MSIS) beyond the 2021 year.

MSIS investment removes the equivalent of 46,000 truck trips off Victorian roads each year by providing support for railway freight operators to make rail transport costs competitive with road freight and allows exporters to move their goods more efficiently through to the supply chain.

In Western Australia, IFCBAA is a member of the WA Port Operations Taskforce, a grouping of all Fremantle Port stakeholders dealing with port-related issues.

CUSTOMS AND BIOSECURITY

IFCBAA works closely, on behalf of its members, with the two major agencies in Australia, the Australian Border Force and Department of Agriculture, Water & the Environment.



Paul Damkjaer, CEO,
International
Forwarders and
Customs Brokers
Association of
Australia

Through this work, IFCBAA has highlighted that the primary IT system for customs and quarantine clearance – the Integrated Cargo System – is a significant point of vulnerability in the transport supply chain.

The ICS was introduced in 2005 with major disruption and delays to the supply chain. There have been very few modifications of the ICS since its introduction. There are regular instances of points of failure, outages and delays in the ICS on the ABF side and DAWE side.

As part of its work on the ICS Technical Working Group, IFCBAA is involved in developing the next generation system and single window.

It also works with DAWE on managing the risks to agriculture of imported hitchhiker pests such as the brown marmorated stink bug, khapra beetle and giant African snail.

IFCBAA meets regularly with the Minister for home affairs, ABF commissioner, minister of agriculture, DAWE secretary and senior management of both departments to engage, advocate and address border clearance issues for IFCBAA's licenced customs broker members.

IFCBAA has also been involved in a project to provide better access to freight data, through the developmental phase of the Australian government's National Freight Data Hub, a federated data sharing network – providing statistical data on imports, exports, mode, commodities and ports volumes.

In addition to these industry projects and developments, IFCBAA serves members in addressing operational queries on transportation, ABF and DAWE matters, human resources, accounting, legal, insurance and liability issues. ■

ITALC TRAINING

■ IFCBAA is passionate about developing the next generation of industry professionals and progressing their careers.

The IFCBAA International Trade and Logistics College provides a range of freight forwarding and customs diplomas, short courses and CPD training for licenced customs brokers.

Regular regional forums in NSW, VIC, QLD & WA, National Conference and webinars provide further education for members.

IFCBAA is also a founding partner in *Make Your Move* – a careers education campaign to raise awareness of the international trade, transport and logistics industry and the job opportunities available for young people to join the industry.

A fulcrum in the supply chain

Every other party in the supply chain, including government and its agencies at the border, relies on the specialised and expert work of licensed customs brokers, **Andrew Hudson** writes

Fulcrum is defined as “a thing that plays a central or essential role in an activity, event, or situation”. The Australian licensed customs broker (LCB) could accurately be described as a fulcrum of Australia’s part in the international supply chain. Every other party in the supply chain relies on the specialised and expert work of LCBs to report and facilitate the movement of goods into Australia.

The importance of customs brokers (whether required to be licensed or not in different jurisdictions) is recognised by the World Customs Organisation and the World Trade Organisation. However, the importance of the role of the LCB in our part of the international supply chain is rarely fully understood or appreciated.

THE ROLE OF THE LCB

LCBs have a multi-disciplinary role that includes the need to properly classify and value imported goods, verify the origin of goods, advise on the use of Tariff Concession Orders, report the movement of those goods, interpret and apply complex regulation. They also ensure all appropriate permits are identified and secured and provide government and agencies with that information in a timely and accurate manner in a Full Import Declaration (FID).

This role is conducted even where the LCBs have had no role in sourcing or buying the relevant goods and

have no role in the use or on-sale of the goods. This needs to be undertaken relying on the information provided by clients, which is often incomplete or not from original sources.

All of this takes place in a regulatory environment where government and border agencies require a high degree of accuracy in reporting by LCBs and have the power to fine or prosecute LCBs and to suspend or revoke the licences of the LCBs.

The economics of the role are often precarious with pressure to reduce fees as the availability of cargo decreases and the cost of cargo increases.

INCREASED COMPLEXITY

In more recent times, the role of LCBs has been made more complex as government enters into more Free Trade Agreements (FTA) and has been introducing more controls on imports, especially those which reflect changing views on the importance of social responsibility into the supply chain.

Examples include the prohibition against the import of goods produced from illegal logging, the blanket and absolute prohibition against the import of asbestos and the enhanced restrictions on the import of tobacco. Others include assessing whether goods are the subject of dumping and countervailing duties, the prohibition against the import of goods produced using endangered animal species, the application of



Andrew Hudson,
partner, Rigby
Cooke Lawyers

Tariff Concession Orders and compliance with Chain of Responsibility regulation.

Many of these controls evidence government's enhanced concerns on certain types of trade and is reflected in the increased number of Community Protection Questions (CPQs) which must be answered by LCBs on FIDs.

Those CPQs and other assessments by the LCB represents a real challenge to LCBs who are simultaneously faced with penalties and infringement notices imposed on a strict liability basis for any errors or omissions, even though they are not part of the production, purchase or on-sale of certain goods.

CONDITIONS IMPOSED ON LCBs

The level of regulation and review of LCBs is increasing at the same time as new conditions continue to be imposed on LCBs, including conditions relating to their history of behaviour and ongoing professional development commitments.

Those conditions include some other very prescriptive obligations on LCBs such as the need to report statements which have been misleading or which had omitted material facts, even when that may lead to an adverse outcome for the LCB or their clients.

There is also significant interest in those employed as an LCB and those under their control and management as part of the focus of the misconduct of trusted insiders within industry who are involved in criminal activity.

CRUCIAL PLAYERS IN THE SUPPLY CHAIN

Taken together, the position of the LCB and those who work in conjunction with LCBs (including their customers) is a difficult position requiring a variety of skills and with significant potential liabilities.

LCBs also fulfil an important role in bringing dubious or criminal activity to the attention of government and its agencies. The situation is not likely to get any easier with a series of additional likely supply chain issues close to being implemented.

At the time of writing, the international supply chain seems to be at breaking point. Combining the lack of capacity in the movement of goods, political tensions in international trade and the uncertainty in future trade patterns, any increase in the burden on LCBs and others in the chain of supply will become more demanding.

BEYOND THE LODGEMENT OF FIDS

It is also important to remember that LCBs and those representing them in their dealings with government and their agencies carry out a valuable role in the engagement with the Australian Border Force and other border agencies and government to ensure that the interests of their members are represented.

I have also been fortunate to work with a number of professional bodies in the provision of education to members, provision of legal advice to members and their customers and working with the government. I have also worked with the National Committee on Trade Facilitation (and its sub-committees), the International Trade Remedies Forum (and its sub-committees) and the new simplified trade system and the wider de-regulation agenda.

Given the vital role of the LCB, the levels of obligation already imposed on them and their willingness to contribute to the reform of the supply chain, we can only hope that future changes to regulation do not further add to the burden on LCBs.

Ideally, legal and other liability is imposed on those in the supply chain who actually know (or should know) the nature of the goods being transported rather than increasing regulation and liability for the LCBs.

Further, it would also be ideal for government and its agencies to pay close attention to recommendations on trade reform from LCBs who, after all, have been involved in the supply chain longer than many involved in regulating that supply chain. ■

LIKELY FUTURE OBLIGATIONS ON LCBs

■ The increased regulation of the supply chain is likely to increase the burden on LCBs and will probably include a combination of developments including the following.

- The implementation of FTAs in the Regional Co-operation and Economic Partnership Agreement and the Australia and United Kingdom FTA.
- The likely reform of our modern slavery regime to include prohibition on the import of goods that are the product of forced labour in a similar fashion to that in place in the United States, in the process of being adopted in the European

Union and the subject of legislation passed by the Australian Senate. In all likelihood, this would include a new CPQ asking the LCB to certify whether goods are the product of forced labour and the ability of the Australian Border Force (or other agency) to seize goods it believes to be the product of forced labour.

- The development of new sanctions against dealing with certain countries or individuals that would need to be reviewed by LCBs before clearing goods for imports.
- The imposition of new conditions on LCBs and their employees to enhance

the oversight of their actions by the ABF and other border agencies and limitation of those being able to enter those industries. The latter outcome could be achieved, in part, by reform of who is considered fit and proper to hold these roles.

Hopefully the increased regulation will take place in a way that no liabilities are placed on LCBs to answer more CPQs for these issues given that LCBs are not involved in the sourcing, buying or end use of the goods.

The fact that LCBs are subject to licensing control by the ABF should not always make them the focus of liability.

Where environment and freight meet

DCN speaks to Michael Blake, founder of a new company, Zilch, whose mission is to accelerate the transition to cleaner solutions for freight forwarding



Tell us about the formation of Zilch and its experience in the freight forwarding sector. Zilch was formed by myself and my father Paul Blake, both with long histories in the Australian shipping industry in a broad variety of operational, consulting and senior management roles. We have run a Melbourne based freight forwarding business (since 2015) whilst at the same time developed a start-up business Scope 3, which has developed capability to help the logistics sector understand the true state of emissions from logistics activity through both IT development and R&D projects.

Zilch, brings together these many years of experience in global trade, freight forwarding and sustainability into an integrated, off-the-shelf offering that makes sustainable logistics simple.

What prompted you to start this business?

Transport is facing growing pressure from regulators, financiers and consumers to accelerate the transition to zero emissions. We have been observing this for some time and the wide-scale adoption of emissions reductions targets across businesses which are being established in alignment with the Paris Climate Accord.

Brands are striving to make their products more sustainable across their whole lifecycle, consumers are demanding it, but the logistics sector largely does not yet provide solutions that align to these goals.

Many of the businesses embarking on this journey to measure and manage emissions from logistics are grappling with the complexity of the task and struggling to integrate the required capabilities into their organisations. This has become a barrier to action, and we couldn't sit around any longer and wait for them to get their acts together – so we created Zilch.

We take the complex task of measurement, reporting, management, and carbon offsets of logistics emissions out of the hands of shippers, and into an off-the-shelf solution that doesn't hurt the bottom line.

How does your business differ from traditional freight forwarding services?

Zilch is a full-service freight forwarding organisation so the fundamentals are the same. But traditional freight forwarding operations focus largely on two key areas: price and time. Any reconciliation of the environmental impacts (carbon) is done after the fact, if done at all.

Our approach is to make sustainability another operational pillar in the global freight forwarding task. One example of how we do this is by making decisions at the time of execution that can help minimise environmental impact. We measure and report on carbon emissions across the full transport chain. We then offset the emissions from these freight movements, making them carbon neutral.

Another example is partnering with the right types of suppliers (shipping lines, transport providers, warehouses etc.) who can demonstrate an ability to both understand the carbon impacts of their role and assist us to improve them.

What kinds of sustainability measures and metrics can you offer to clients?

Our measurement and reporting of logistics emissions is aligned with the Global Logistics Emissions Council (GLEC) Framework. Established in 2014, the GLEC Framework provides a universal approach to global logistics emissions reporting that is now being used by many of the leading multinationals and freight forwarders. Our clients tap into this, so we know the numbers we report stack up and can be used for their internal sustainability reporting, or externally to voluntary reporting entities.

We are also certified carbon neutral by Climate Active, which is an initiative by the Australian government and industry. In our view this is the leading voluntary verification standard in Australia and possibly abroad.

We will continue to monitor the development of standards in this space and ensure our clients are compliant in their reporting needs.

We are also working with shipping lines, particularly some of the more proactive in this area like CMA, to activate alternative fuel products that are less carbon intensive than VLSFO. We envisage that during the fuel transition in shipping, these products will become more common. There is an important function for Zilch in helping to verify the sustainability claims (by shipping lines) of these products alongside the additional costs, and map these to our clients' budgets and sustainability goals. ■



THE
COMPLIANT
GROUP

SUPPORTING THE FREIGHT FORWARDING AND CUSTOMS INDUSTRY SINCE 2009.



COMPLIANT
CUSTOMS

- 100% end to end customs clearance Solutions.
- 32 Customs Brokers.
- 400 years of combined customs knowledge.
- Australia's largest wholesale provider of customs clearance services.
- Currently supporting 125+ freight forwarders.
- Competitive, wholesale pricing model.



COMPLIANT
BUSINESS
PROCESSING

- Specialised freight forwarding, customs & logistics offshore partner.
- Tailored solutions and personalised approach to service delivery.
- Save up to \$50,000 AU per year/ staff member (when compared to local labour costs)
- Entire management team are from freight/customs industry – at CBP, we speak your language.
- Currently supporting 42 forwarders/ customs agencies with 250+ agents.



COMPLIANT
TRADE
CONSULTANCY

- Specialist consultancy division.
- Tariff Concession Order applications.
- Retrospective duty reviews including compliance audits.
- Preparation & submission of formal rulings with ABF – including valuation, tariff & origin rulings.
- Pricing options include retained rates/month or ad-hoc/hr.

100% Wholesale.
100% Neutral.

Save Money, Save Time,
Stay Compliant.

Contact The Compliant Group today!

matthew@thecompliantgroup.com

+61 2 9525 9500 | +61 407 280 155





Making waves

DCN presents the diversity of experiences of young people in the maritime industry and some of the opportunities available to those wanting to enter the sector

Viable careers in the Pilbara

Pilbara Ports Authority is offering career pathways and valuable training for young people living in the region

Pilbara Ports Authority is having success with its Youth Training Strategy, developed to improve regional prosperity and development by providing training opportunities and career pathways in the Pilbara region of Western Australia.

Pilbara Ports Authority CEO Roger Johnston told DCN, “One of the ways we are addressing the skills shortage in the maritime industry is to encourage young people in the Pilbara to take up our unique youth training initiatives.

“As an employer of highly skilled workers, Pilbara Ports Authority recognises the need to develop talent locally to support the industry both now and into the future.”

PPA offers traineeships, apprenticeships and a unique marine cadetship, aiming to draw young locals into careers that are in demand in the region.

Traineeships are available to young people based in the Pilbara, with tailored options for school-based trainees, Indigenous Australians and full-time trainees.

Kaiti9

The organisation currently has one full-time trainee and two school-based trainees, with another five school-based trainees set to join the program in 2022.

Natalie Baker, who now works for PPA, successfully completed the School Based Traineeship in 2019.

"I learned a lot about different areas of Pilbara Ports Authority's operation, including shipping, maintenance, infrastructure, safety and wellbeing at work," Ms Baker said.

"I encourage other young people in the region to make the most out of the opportunities that are available."

Apprenticeships offered as part of the Youth Training Strategy provide site-based skills development.

Currently, PPA employs two apprentices, undertaking training in mechanical fitting and heavy fabrication, with a third electrical apprenticeship set to be filled in the coming weeks.

Kent Villas began his apprenticeship in heavy fabrication in February 2021 and expects to complete his training in four years.

"It has been amazing, I've learned a lot about the industry within eight months," he said.

"Pilbara Ports Authority is a good place to start your career, they help you develop your skillset as you progress through your apprenticeship."

Graduate programs are also a part of the Youth Training Strategy and offer recent university graduates an entry point into the workforce as well as an opportunity to gain practical experience.

PPA is also working to develop and implement an internship for Indigenous law students.

MARINE CADETSHIPS

The cadetship program being offered by PPA is the first of its kind in Australia, providing young people with the valuable time at sea required to earn marine qualifications.

PPA partnered with international shipping companies to develop the program, which gives Pilbara-based school-leavers the opportunity to embark on a maritime career.

The fully mentored career pathway includes work experience and shore-based training to help cadets obtain a Diploma of Maritime Operations.

Participant in the program Ben Hobart began his cadetship in 2019 and completed his second sailing contract in early 2021. Across seven months, he visited 18 countries including Russia, India, Portugal, Romania and Belgium. He sailed through the Suez Canal, the Bosphorus in Istanbul and the icy Milne Inlet in northern Canada.

"I'm only just beginning to realise how lucky I am for this opportunity, and I'm very excited for the next batch of cadets to come forward and experience what I have experienced so far," Mr Hobart said.

"I'd like to say a big thank you to the crew at PPA who have made it all possible."

PPA has recently welcomed its first female cadets into the marine cadetship program, with the two young women from Dampier expected to set sail next month.

Mr Johnston said, "Careers in the maritime industry are not just for men, and we're proud to be supporting diversity and equality in the industry."

"I'm pleased to say the success of the program has seen the number of people aged 25 or under working at Pilbara Ports Authority grow from two in 2015 to 31 in 2021, accounting for 10% of the total workforce."

"I look forward to seeing this number continue to increase." ■



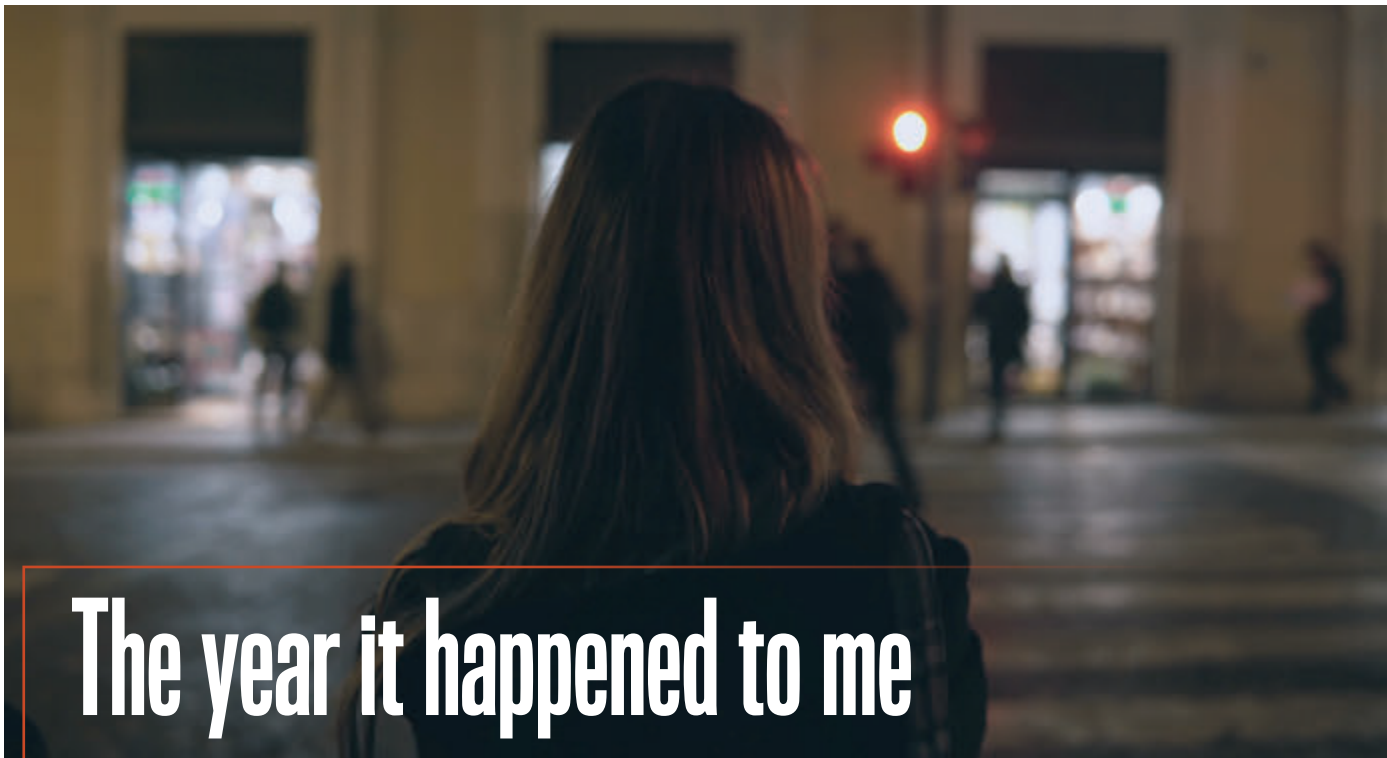
School-based trainee Natalie Baker with mentor Arlene Taylor



Ben Hobart, Milne Inlet Canada, 2020



Heavy fabrication apprentice Kent Villas



The year it happened to me

Maritime lawyer and champion of diversity **Alison Cusack** shares how some of the experiences that have shaped her career have come from the most unwanted of places

The moment before you jump off the ledge you think very seriously about every choice leading up to that moment. Why the hell would I do that to myself, you ask.

That's how I feel about writing this article.

As the current holder of the Young Achievement Award from the *DCN Shipping & Maritime Industry Awards*, I was approached by the editors of the magazine to talk about my experiences in the industry. And that brought me to a crossroads: do I tell the truth?

If you get to the point of standing on the ledge, you know you want to jump, no matter how scary it is.

So here it goes: one of the greatest impacts on me personally and professionally in recent years has been the assault I experienced at an industry function in 2017, what I refer to as "the incident".

The details are important, but for this article I will say an assault occurred. It happened in a room packed full of people, with an audience of at least 10 people who circled around it and watched without saying a word.

What cuts me the most is that in that moment I froze. I let it happen. I stayed at the function. Then, I went back to my hotel room, and I cried.

AFTER "THE INCIDENT"

The lawyer in me kicked in and I wrote a long and lengthy complaint. I forensically examined "the

incident": who I was sitting with, how much I'd had to drink, what I was wearing.

The next morning, I called my boss and told him. The shame. The gaslighting that maybe it wasn't so bad, maybe I was over-reacting.

I didn't want to be a victim. I was strong, confident and capable. But victim I was.

I ignored the call from "his" general manager. I wasn't going to be rushed.

On Monday I went to make my complaint. At that stage I had been reliving it for three days and every time you tell a new person it is difficult and exhausting. There is no relief from the horror that your bodily autonomy has been stolen from you by someone you didn't know, whose name you found out after the fact, who you now know is the managing director of a company in the industry.

I received an email from him, although I hadn't consented to being contacted. He rattled off three reasons. They don't warrant repeating.

I then headed off to an industry Christmas party. I smiled, acted. I played the game.

The next two months are a blur. I told some people, although I was warned not to. It could jeopardise chances of a settlement. You can't sign a non-disclosure agreement if you've told everyone you know.

Many people surprised me, for better and for worse. Some told me this was the way of the world and I had to just accept it. I was very surprised at who this came from. Some opted out of support.

One person told me to write my story. I couldn't. I didn't want to self-label as "The Victim™". I was still forging my career. So much had been taken from me that night; this was the one thing I could still control or retain: my career.

I wanted so many times to give up. It's too hard to fight. It'd be so much easier to give up. I was sick of

being the victim and somehow dropping the whole thing felt like maybe it would stop me being a victim, that I could opt out.

One of the worst moments in the aftermath was the sickening realisation that he didn't have to respond. I felt powerless all over again.

THE PERFECT VICTIM

This is the problem: you have to be the perfect victim. If you're too pretty, you were asking for it. If you were too ugly, then it's a compliment. You must be upset enough so those around you know it affected you, but not so upset that you're hysterical. But don't be too guarded otherwise they'll ask, "what's the problem?"

At every step of the way you are conscious that your every move is scrutinised. If you are not the perfect victim, no one wants to help.

There are no heroes in these situations – just fighters in the trench who are struggling just as much as you.

Over time, I lost the will to fight for myself. But the thought of all the women before me, all the women to come, pricked at my conscience. I've always been better at fighting for others than myself. So, I hang on for those that can't.

You see, I had enormous privilege in that moment: the money to walk away if I chose and the money to appoint a lawyer. This money meant I could choose to fight. Barely any have that choice.

The fight is re-traumatising and you can't begin to heal until you stop fighting. But stop fighting too early and you may never forgive yourself.

At that time, I felt like I didn't belong in the shipping industry, even that I had deserved to be assaulted.

Maybe if I wasn't ambitious, I wouldn't have been in that room and then I'd still be me? The me I can never return to.

FINDING "MOTIVATION"

His company eventually responded. They formally warned him. It's open correspondence. No fear of a breach of NDA here. Silence was never on the table.

Did it feel like victory? Partly. I accomplished something. Was it enough? No. Did it balance the ledger? No. Was it over? I wished.

I so desperately wished it would restore me to the "before" me. But she was gone. I was also angry.

I decided I needed to leave my job, maybe leave shipping all together.

At one point I had a glimmer of self confidence (or arrogance) and thought, "I'd hire me". Then I thought, "I will hire me". So I started a law firm. How hard could it be?

Spite was a big part of my motivation, and it served me well. Every time the threat of uncomfortableness or a new experience reared its head, spite had me hurtling through the barrier like a battering ram.

And then the weirdest thing happened. It worked. People liked me, respected me. The work came in and the money came in.

During my first year of business, I became president of WISTA Australia. I honestly wouldn't have had the nerve to start my business without their unwavering support. And now I was in charge. I wasn't coming out guns blazing as Alison Cusack, principal lawyer, now I had to be strategic, nuanced, diplomatic – something I had to re-learn.

The balancing act was difficult. I didn't know how to call out behaviour in a sophisticated Julie Bishop death-stare manner, but I also couldn't be silent.

CHINKS IN THE ARMOUR

I nearly walked away from this industry because I was hurt, angry and because I felt powerless.

But I forged my own path, determined to make the industry better. We can love things that aren't perfect, but that doesn't mean we don't strive for better. I strive for better every day. I am bossy, determined, strident, thunderous, a battering ram.

And you know why? Every act of misogyny, of "boys will be boys" culture, each individual act, I see them as metal rings. On their own they're innocuous. But when they're unchecked, allowed, encouraged, they are fused together. And then suddenly these "innocent" individual acts together weave chain mail, armour against what is right, what is decent, what is safe.

We cannot dismantle the armour that wraps itself around this industry with politeness, with grace, with a smile. We must arm ourselves and run headlong into the armour hoping this time, this time we will find a chink and finally dismantle the armour into pieces, back into innocuous harmless links.

Please understand that I don't want to be a battering ram. I don't want to be strong. I don't want to be a change agent. I wish for ease, for safety, for a day when I don't have to fight for the right to get into the room before I have the fight in the room.

Before you say "but this is the best it's ever been", check your privilege and audience. Being assaulted can't be the best for me, I refuse to allow it.

You could all help. Each individual moment can make a change. And I'm not here to give you a cookie or a gold star. If you haven't assaulted anyone – good. That's the standard. If you want to strive for more, to make change, start small, be the ripple in the pond.

And finally, to him, his board and especially his general manager who asked, "how can we make this go away": you do not get to claim credit for this version of me. I had to become this person, the indomitable fire.

I have seen the truth of your character.

I won. ■

If this story has raised any issues for you or you would like support or information, contact:

Australian Human Rights Commission - 1300 656 419

Fair Work Commission - 1300 799 675

Beyond Blue - 1300 224 636

1800Respect - 1800 737 732

Lifeline - 13 11 14

Putting ideas into action

As lead numerical engine code developer behind Seaport OPX's port traffic management system, Alex Harkin is contributing to the efficiency of Australia's container trade. By Abby Williams



Alex Harkin, code developer, Seaport OPX

Seaport OPX is maximising efficiency in ports with their cutting-edge vessel response system, and 32-year-old Alex Harkin has been recognised as one of the driving forces behind the system's success.

Mr Harkin is the lead numerical engine code developer behind the world's most advanced physics-based port traffic management system.

His accomplishments earned him a commendation in the Young Achievement Award category at the 2020 DCN Shipping and Maritime Industry Awards.

Mr Harkin's involvement with Seaport OPX began with work experience with parent company DHI, which led to a full-time job after graduating from university.

"I studied engineering and information technology, so I like solving maths and physics problems through programming," he said.

Having worked for Seaport OPX for four years, Mr Harkin has combined his knowledge of these fields to contribute to the company's development of NCOS Online.

The system has been used in four of the five biggest container ports in Australia, strengthening the container trade network by increasing capacity, optimising costs and reducing delays

"With DHI, I did more consulting work, so the delivery of a project would generally be a report and some answers to a specific question," Mr Harkin said.

"Now, we're delivering operational systems, so the client is basically answering their own questions by using the system we give them.

"We developed the original NCOS while I was working for DHI, who saw the potential and decided that it needed its own dedicated company for developing NCOS and delivering these operation systems."

Mr Harkin's contribution to the system began with the development of the numerical engines that drive its under keel clearance, drift, towage and mooring analysis modules.

Now, as one of the driving forces behind the numerical engine that drives NCOS Online's manoeuvrability module, Mr Harkin continues to apply his skillset to the operational system that in just four years has gone on to provide operational support for ports across five continents.

Mr Harkin said he was not daunted by the magnitude of the development but noted the level of responsibility that comes with connecting with others who can adapt to the complexity of the work.

As the NCOS Online client base grows, Mr Harkin can monitor how the system is being used in real time.

"That's the cool thing about working in operational systems – you can see the clients interacting with the system and getting benefits from it," he said.

"I can watch them put in data, save scenarios, see what the system is telling them, and whether they change anything."

The system itself is already thriving with developments guided by client experience, and Mr Harkin noted his team's swift response to resolving any issues that may arise.

"If the client has a problem, we try to make that problem go away, or make it easier or cheaper for them. It's just trying to stay market driven rather than guess too much of what should go into the system," he said.

"In the future I would be keen to shift the focus of my developments more towards mitigating the environmental impacts of shipping.

"Even though Seaport OPX is a subsidiary company of DHI, it is essentially a startup, so at this stage I am just trying to follow and support the company's goals."

Reflecting on his achievements, Mr Harkin highlighted the importance of working with a supportive and ambitious team of like-minded people.

"Our boss is pretty amazing, but the whole team is definitely very hard working and pushing for a common goal.

"It's important to find people like that who push you, and then stick with them and support them in their ideas. That's probably the main thing that's gotten me to where I am." ■



Who helps those who are key to our industry?



**THE MISSION TO SEAFARERS,
Sydney**

24 Hickson Road

Millers Point NSW 2000

Tel +61 (0)2 92413009

enquiries@missiontoseafarers.org.au

Piracy, shipwreck, abandonment and separation from loved ones are just a few of the problems merchant seafarers face. Around the world, The Mission to Seafarers provides help and support to the 1.5 million men and women who face danger every day to keep our global economy afloat.

Your financial support would be much appreciated.

Donate now: BSB 062 074 Account 1000 8062 (Tax-deductible)

www.missiontoseafarers.org.au



Amelia Fitzgerald is continuing her studies to become a watchkeeper and is currently working as a cadet with SeaRoad Shipping

Nothing beats time at sea

A unique program, created by two NSW marine pilots, is helping young aspiring maritime workers. **Paula Wallace** reports

The Port Authority of NSW Deck Cadet sponsorship scheme is the brainchild of two marine pilots, Michael Kelly and Luke Nye, who provide mentoring for the cadets throughout and after the program. In addition to arranging placements on different vessels, the scheme also pays for cadet wages, flights to and from the ships and associated medical costs.

The program was developed to give school leavers the opportunity to embark on a career in the Merchant Navy as deck officers in a once robust industry.

“With few Australian manned ships there is little opportunity for young Australians to get a foot in the door and begin a career at sea,” Mr Kelly and Mr Nye told *DCN*.

Australia has a growing shortage of experienced seafarers. According to the 2018 Seafaring Skills Census, Australia has 5646 seafarers working in its maritime industry but over half of this workforce is aged over 46 – and only 8% is under 30. Some forecasts predict a 560-plus shortage of Australian seafarers by 2023.

Port authorities require skilled workers that have worked on merchant ships and attained qualifications

that are beneficial to fulfil the roles of harbour masters and pilots. Other organisations also require surveyors, marine superintendents, college lecturers and a range of occupations that require similar skillsets.

“The PANSW is leading the way to address the skills shortage we soon will face and give young school leavers the chance to work in an industry Australia relies upon,” Mr Kelly and Mr Nye said.

To date the organisation has sponsored six deck cadets with two in the system at any one time. The program runs for two years and in that time the cadets are required to gain 18 months of sea time, which the PANSW arranges with different shipping companies.

“A cadet may do 12 weeks on an offshore supply boat then 12 weeks on a bulk carrier,” Mr Kelly and Mr Nye said.

The PANSW has built up a good network with domestic and international shipping companies which include ASP, Teekay, P&O Maritime, Inco, Toll, SeaRoad, TT Line, Solstad, Siem, Mermaid, Maersk Offshore, Royal Caribbean, Wallenius Wilhelmsen, Seatrade and towage companies Engage Marine and Svitzer.

These companies provide the cadet a cabin, meals and, most important, mentoring.

Candidates that apply have completed the first phase of the Diploma of Applied Science (Nautical Studies) at the Australian Maritime College.

Each year around 25 students complete the first phase and apply to shipping companies to sail on ships to gain the necessary 18 months sea time to then complete the Diploma of Applied Science and become qualified to work in the industry.

"Sadly, only 20% of the first phase students are offered sponsorships or cadetships with many realising there is little opportunity to gain sponsorship and find alternative careers," Mr Kelly and Mr Nye said.

CADETS IN DEMAND

The program has been a success with two cadets been offered cadetships with other companies.

"Some companies see the program as a good way to gauge our cadets and if they are suitable offer them a full-time cadetship which is a cadet's goal," Mr Kelly and Mr Nye said.

"There is no age limit with our latest cadet being the oldest in his pre-sea class, at 35.

"He had worked in the hotel industry and deep down had always wanted a career at sea.

"He performed well at college and showed the passion which is necessary to work in the industry," the two marine pilots said.

Mentoring is the most important tool for the cadets and the pre-sea students hoping to get sponsored.

Members of the Australasian Marine Pilots Association, the Nautical Institute, Company of



Master Mariners and Offshore & Specialist Ships Australia (OSSA) have provided mentoring for the PANSW cadets.

OSSA has also implemented its own program introducing school-aged children to career opportunities within the maritime industry.

"Industry is acknowledging that the PANSW is leading the way to how we can address the skills shortage," Mr Kelly and Mr Nye said.

"If other port authorities did the same, we could built up a pool of skilled workers and see that our maritime highways are not disrupted.

"Without shipping the country would grind to a halt and this requires a skilled workforce that begins with training which the PANSW have recognised and implemented." ■

[l-r] Sydney marine pilot Michael Kelly; deck cadet Amelia Fitzgerald; and deck cadet Sean Radziowsky

AMELIA'S EXPERIENCE

■ Deck Cadet's first female participant Amelia Fitzgerald said a major roadblock to a career in the maritime industry was getting the 18 months of sea time experience required to continue her studies to become a qualified worker.

"Working in maritime was in my blood but actually finding training opportunities that would give me the necessary experience at sea were extremely hard to come by," she said.

Ms Fitzgerald was looking online for cadetship opportunities and came across the PANSW Deck Cadet Program advertisement on Seek.

"I applied and the rest is history," she said.

"Through the experience I gained with the Port Authority of New South Wales, I was fortunate enough to be offered a cadetship with SeaRoad Shipping. SeaRoad is a great company

to work for and I feel very supported for my future career.

"I am very excited to continue my study and complete my oral examinations to become a watchkeeper and achieve my ultimate goal of being captain."

Ms Fitzgerald said the best part of the Deck Cadet program has been the opportunity to work on different types of vessels.

"The most challenging, but interesting part of the program is getting used to the different protocols of each vessel as each ship has different work requirements, whether it be open water cargo work on a rig tender or planning and executing the correct loading on a ro-ro vessel," she said.

Ms Fitzgerald said most people that come into the industry only know about it due to having contacts in the industry.

"I think showing young women that it is an option for them and with a great

career path is a great way to encourage them to join the industry," she said.

She believes companies should host groups of high school students and have open days to show what happens day-to-day on a ship or onshore, as a way for young women to get an appreciation of the industry.

"Once women are aware of the opportunities that are available to them within the industry, it will undoubtedly inspire many to pursue a career in the maritime industry," she said.

Ms Fitzgerald has the following advice to younger girls and women who want to work in the maritime industry.

"Be open to giving everything a go. Do not be scared to try and do something. Take the initiative and really find where you fit in on the ship because sometimes there's only so much someone can teach you before you have to step up and take it on yourself."

Taking the initiative pays off

Port of Brisbane's Taylor Blair is fast-tracking his telecommunications career with ambition, leadership, and support from his team, **Abby Williams** writes

Twenty-three-year-old telecommunications technician Taylor Blair is mobilising his ambitions at Port of Brisbane, forging a career from challenging projects and new responsibilities.

Taking out a commendation in the Young Achievement Award category at the 2020 DCN Shipping and Maritime Industry Awards, Mr Blair joined the Port of Brisbane in 2019. He honed his skills during the construction of the \$177-million Brisbane International Cruise Terminal.

The significance of Mr Blair's innovative approach to implementing telecommunications services for the cruise facility is amplified by the fact that did so just six months into his traineeship.

Having graduated from high school just a few years earlier, Mr Blair said his decision to join PBPL's ICT team was largely driven by curiosity.

"I've always been into computers, networking, and network infrastructure, and how that all actually works," he said.

"I saw it [the job] advertised online, and thought, 'that seems like an interesting thing I could definitely get into', and I just applied and was lucky enough to get it."

As well as being his first time working in telecommunication services, it was also Mr Blair's first experience working in a port.

The construction of the cruise facility proved to be the ideal environment for him to tackle new

assignments and pursue learning opportunities.

"Basically, we had to set up our own network [at the cruise terminal] that was able to tie into the one we've got at the actual port, straight across the river," he said.

"We had to design everything that was going in there, and make sure it was all going to live up to the standards the government has for international travel.

"That was really the first big thing I got to do here, and it was a really good learning experience."

Unfazed by this level of responsibility, Mr Blair sought to use the cruise terminal's existing infrastructure, optimise hardware, and minimise the need for additional equipment, which ultimately saved time and money on the project.

"It was pretty daunting at first, originally going over there with the six months experience I had ... but it was definitely a big learning experience, and I'd try to push myself to understand what was going on."

Mr Blair said this practical form of learning was guided by the support of his manager and a team of more experienced technicians.

"I was working with a bunch of contractors who had been doing it for years, so they obviously taught me a lot of stuff," he said.

"Plus, my manager was over there with me the whole time, and he was also very willing to both learn and teach me stuff."

Although Mr Blair's skillset can be applied to a range of different environments, he said there is something thrilling about working in a port.

"It's never doing the same thing all the time, so it keeps it fairly interesting; trying to work out what I'm going to do next, or how to do it next, and using what I've learned to continue doing it," he said.

"I think it ends up being a part of the port that not a lot of people see.

"We have a lot of wireless networks, so we have to understand how high those have to be, where they have to be, and knowing how they're going to connect to everything.

"I was up on top of a grain silo yesterday trying to fix some stuff. It's always something a little bit different, so it's very interesting."

Mr Blair is planning to expand and refine his skills and knowledge through undertaking a Certificate IV in Telecommunications.

"I'd also like to keep designing and implementing our projects, designing what we're actually doing, and getting more involved in that and how it works. Also, understanding how my job can affect other things around the port," he said.

Mr Blair is now taking on leadership roles that enable him to facilitate teamwork and assistance from others. He is grateful for his team's support and humility.

"They're willing to admit when they've made mistakes or have been wrong, which makes it a lot easier to try to fix it," he said. ■



Taylor Blair, telecommunications technician, Port of Brisbane



DAILY CARGO NEWS 2021 AUSTRALIAN

Shipping & Maritime INDUSTRY AWARDS

Join us in the heart of Sydney for the 26th annual awards and be among the who's who of the industry for a night of excellent entertainment and networking.

Have your say, nominate for an award now.



Thursday 17 February 2022
Four Seasons Hotel, Sydney

Contact Lloyd O'Harte,
on 0414 272 574 or email
lloyd.oharte@thedcn.com.au

dcnawards.com.au

MAJOR HOST SPONSOR

SPONSORS



Global Mercy on arrival in Antwerp



Volunteering supports seamanship

As Mercy Ships' fleet of hospital vessels grows, the international charity is equipping young mariners for careers at sea, **Abby Williams** writes

Renowned for delivering world-class healthcare services to developing nations via hospital vessels, Mercy Ships is a global charity underpinned by the dedication of its volunteers.

Medical aid is the inherent focal point of Mercy Ships' work, but its seaborne nature means seamen, engineers, and other maritime specialists are vital to the operation.

Since 1978, Mercy Ships' five vessels (some of which are no longer in service) have visited 150 ports throughout 55 countries. Its current ship *Africa Mercy* will soon be joined in service by the newly constructed *Global Mercy*, which is currently being fitted with medical equipment in Belgium.

Where the *Africa Mercy* is typically crewed by more than 400 people, the *Global Mercy* will become home to as many as 640 crew members once fully in service next year.

The organisation comprises volunteers from more than 60 countries, with Australia being a valuable contributor.

Mercy Ships Australia national director Alan Burrell told *DCN*, "Australia is a notably generous nation, with more than 23% of its people undertaking various community volunteering roles each year.

"Our Australian pool of Mercy Ships volunteers and alumni is now more than 4000 people, from

which usually 140 serve each year on the *Africa Mercy* or as part of in-field teams to undertake pre- and post-ship activities.

"With the introduction into service of the *Global Mercy*, the Australian volunteering contingent is expected to more than double each year."

In September this year, the *Global Mercy* arrived in Antwerp, Belgium after completing its maiden voyage from a shipyard in China.

At 174 metres long, the purpose-built *Global Mercy* is the world's largest civilian hospital ship. It was granted free passage through the Suez Canal on its way to Europe, stopping in Malta to be registered.

In 2022, the latest addition to the growing fleet will begin active service in Dakar, Senegal.

TRAINING FOR CREW MEMBERS

Mercy Ships offers a range of learning and career development opportunities for crew members onboard its two vessels, including a maritime training program.

The program offers training to an average of 150 crew members and staff each year and ensures deck crew are qualified to meet legal staffing requirements and are set on paths into careers at sea.

By offering the training free of charge to deck and engineering crew, Mercy Ships ensures international maritime standards are met and demonstrates how greatly it values maritime volunteers.

"Without deck and engineering, the hospital on the ship is not going to function," Mercy Ships maritime training manager Marcos Dos Santos said.

"Our job is to keep the ship as the platform so other programs can do their job. The dedication of our marine crew to keeping the *Africa Mercy* as a safe and functioning vessel is vital to the medical mission of Mercy Ships."

Prerequisites for the maritime training program include Basic Safety Training certification, proficiency in security awareness, and training in crowd management.

Following completion of the initial courses, an approved applicant joins the ship as a deckhand and continues their training.

The process and instruction are designed to meet the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for seafarers.

For a deckhand to become a deck rating on a Mercy Ships vessel, they must complete six months of sea service as well as task requirements including safety familiarisation, fire and safety regulation, navigation, and competency with nautical equipment.

A deck rating can then complete further training to become an able seaman, and eventually a deck officer.

With maritime volunteers driving their global work, Mercy Ships is intentional about its investment in preparing younger crew members for a lifetime of service. ■



UNITED SALVAGE SERVICING AUSTRALIA AND THE SOUTH PACIFIC

The company's head office and main warehouse facilities are located in a convenient and multi-user facility located near the port.

We are excited to be working alongside Avcon Projects Australasia and Risk Response Resources to form a combined Training, Safety, Environment and Emergency Response Hub in Port Kembla.

The new location places the company and its assets adjacent to one of New South Wales' busiest ports.

We have maintained our caches of equipment located in Dampier WA, Cairns and Mackay Qld.

The new location houses the majority of the company's first strike and large-scale equipment and machinery held for all forms of marine emergency response, wreck removal and decommissioning support.

We are well experienced in providing decommissioning services and support in Australasia. We have undertaken large scale projects in port and offshore that include;

- Removal of fire damaged jack up rigs form oil fields
- Fire damaged bulk carriers within port limits.

The United Salvage team is experienced at responding at short notice to assist, ship owners and their crews in a variety of circumstances. Our emergency salvage response services can include;

- Naval architecture
- Marine engineering towage
- Marine pollution
- Hazardous materials management

We maintain our Lloyds Register accredited training course for emergency towing crews as part of our wider scope of services.



UNITED SALVAGE

32 Gloucester Blvd, Port Kembla NSW 2505
drew.shannon@unitedsalvage.com.au

unitedsalvage.com.au

24 / 7 Response Centre +61 1800 864 725

ANL's new leadership for intra-Oceania

DCN sits down with the company's new general manager of intra-Oceania services, Lincoln Dundas

ANL'S PRESENCE IN THE REGION

goes back more than 60 years. It was originally established by the Australian government to operate shipping services around the Australian coast.

The line operated between 1956 and 1998, then the container shipping operations and naming rights were bought by French shipping giant and current owner, CMA CGM Group.

ANL's business now covers the globe with Australia/New Zealand representing about one third and Asia and North America the balance.

ANL currently offers 18 shipping services to all major Oceania destinations, including Asia, Australia, New Zealand, the Pacific Islands, Indian Subcontinent and North America.

The main services in intra-Oceania include the APR service, which offers direct calls from Port Kelang, Singapore and Jakarta to the main ports of Papua New Guinea; and the PAX service providing three loops rotating between Singapore, Darwin, Port Hedland, Dampier and Dili each week. Leveraging the transshipment hub in Singapore, ANL also offers broad connections to the Indian Subcontinent, Middle East gulf, Europe and North East Asia.

The Sofrana ANL Westpac service provides reliable and regular service between New Zealand, Australia and Papua New Guinea, Solomon Islands and New Caledonia with connections to other Pacific Island countries, plus eastbound and westbound trans-Tasman coverage.

ANL has achieved significant growth in the past few years, driven by strong demand for services out of Asia. Yet this hasn't necessarily been reflected in the company's intra-Oceania business.

Recently appointed to the role, ANL's general manager of intra-Oceania services, Lincoln Dundas told *DCN*, "It's difficult to ascertain growth because the stats are thrown out due to COVID, making comparisons year-on-year difficult".

He said, however, that the intra-Oceania business would have achieved around 6% growth over the past year despite many island nations being hit hard by the impacts of COVID-19, including Papua New Guinea.

"The strong demand growth in the market is really out of Asia, to Australia and New Zealand ... really wherever the consumer products are coming from."



Lincoln Dundas, general manager intra-Oceania, ANL

CONTAINER CRUNCH

The Oceania region is not immune from the tight supply situation in the container market over the past year, which has seen containers in short supply and freight prices soaring.

"I think everyone is suffering, all carriers are affected ... by the big volume growth of Asian exports," Mr Dundas said.

"But when you throw in a really difficult operational environment like the berth congestions in New Zealand and Australia with all the union difficulties, it becomes really problematic.

"Then there's the issues in Asia where we've seen ports in China close ... and all of this leads to more and more delays for vessels."

Mr Dundas said it has been a "very challenging" year for carriers with operational issues leading to container ship shortages.

"The whole supply chain is really struggling," he said.

Asked when the situation may be likely to ease, Mr Dundas said it's difficult to say.

"With very strong demand we could see this continue, it's really driven by demand and we have this pent up demand where cargo hasn't been able to get out, this backlog that keeps building.

"We need to see vaccination rates in countries increase so you don't have the COVID terminal shutdowns, but we really need to see a levelling off in demand for the situation to change," he said.

FRESH PERSPECTIVE

Previously in charge of ANL's A3 and ANZEX services from North Asia, Mr Dundas came into his new role at a testing time.

"I think everything is challenging if you're involved in the supply chain at the moment," he said.

"It's challenging whether you're in freight forwarding, shipping lines or in the supply chain as the end customer. Lead times for products have increased dramatically and the supply chain is needing to adjust accordingly"

One of the interesting aspects of the intra-Oceania portfolio is the flexibility offered by virtue of operating independently, according to Mr Dundas.

"On our intra-Oceania services, we run smaller vessels and volumes independently without partners for the most part, except for the US West Coast," he said.

"There're opportunities in some of these smaller areas and smaller ports. An example is the new service into Dampier in northern Western Australia."

Mr Dundas believes he brings a fresh set of eyes to the business and is continuing to look for further opportunities for new services in the region.

"We're always looking at regional ports and what opportunities there may be to support local industries," he said, adding that there has been an uptick in fresh produce with good growing conditions being experienced in many regions in Australia.

However, some development opportunities are being stifled at the moment due to market factors.

"This is due to price and availability of vessels limiting what carriers can do, because services on intra-Oceania can't afford the prices that the main Asia export services can," Mr Dundas said.

"The freight rates have risen on the Asia outbound services but in terms of intra-Oceania and smaller services, the rates haven't moved that much."

ENVIRONMENTAL CONSIDERATIONS

As a crucial development axes, ANL, as part of the CMA CGM Group, prioritises sustainability within Oceania to protect our natural environment, while driving innovation to reduce our carbon footprint while sustaining our current operations.

Holding particular focus on the oceans with respect for marine life and biodiversity, ANL launched the Reef Recovery Program in 2020 – an initiative

dedicated to aiding the Great Barrier Reef's regeneration to alleviate the impacts of coral bleaching.

Since its establishment, ANL's partners at Reef Restoration Foundation have put 1000 coral fragments in the water and are set to produce up to 3000 mature pieces over the next few months.

In addition, Mr Dundas said the team at ANL is working through the new IMO measures requiring all ships to calculate their Energy Efficiency Existing Ship Index following technical means to improve their energy efficiency and to establish their annual operational carbon intensity indicator and CII rating.

Carbon intensity links greenhouse gas emissions to the amount of cargo carried over distance travelled.

"We've recently starting working through this," Mr Dundas said. "It's going to take quite some time to work through what the likely impact will be.

"In some instances, it could lead to increases in transit time and extra vessels added to services, but I think the lines would look at moving ships between services to minimise this.

"Being independent will be an advantage for ANL ... I think where you are operating as a consortium, the new IMO regulations could be challenging as your partner's ships may be not be compliant."

With another year for companies to classify and enhance the performance of their vessels before the start of the regulations, he said the group's operations team will be "very busy". ■

CMA CGM PLAYS INDUSTRY MATCHMAKER

■ Parent company of ANL, CMA CGM Group, recently announced the launch of networking services – a business matchmaking marketplace in the shipping and logistics industry.

This digital platform, available to ANL customers, puts customers directly in touch with their business partner in a seamless and secure manner.

The new marketplace enables customers to expand their business worldwide, to create new business opportunities and to find the suppliers or customers that best fit their needs.

Developed in collaboration with Ceva Logistics, the new platform is open to all commodities not subject to specific regulations. Exporters can showcase their products and services, and importers can find new suppliers directly on the platform, which also allows them to negotiate online.

CMA CGM's networking services already has 1200 partners in 110 countries, with each entity listed on the platform required to meet strict requirements.

Juan Vicuna, head of the company's networking services said, "This one-of-a-kind platform is the product of four years' work together with our customers to gain a clear understanding of their business development needs and then to create the right tool to meet those needs".



A seafarer is vaccinated

Coastal traders and vaccinations

The mission has been assisting in the vaccination of seafarers around Australia, Alison Evans writes

IN A NATIONAL FIRST IN MID-

September 2021, The Mission to Seafarers Sydney converted the Mission bus into a One-Stop Mobile Vaccination Station. This came after a request was received from the operations manager at Sydney's Bulk Liquid Berth for shelter.

This assisted NSW Health staff as they vaccinated the crew from MV *Inge Kosan*.

More vaccinations followed over the next few days for the crews of MV *Coral Chief*, MV *Mareeba* and MV *Thorstar*.

Reverend Un-Hui Tay, senior chaplain at MtS Sydney, said removing two rows of back seats in the bus and adding a table and two chairs for medical staff was easy.

"In 24 hours, nearly 5000 people had viewed our MV *Inge Kosan* vaccination social media post," Rev Tay said. "Seafarers

are calling out for vaccinations and MtS is keen to help authorities respond."

It's not just in Sydney. In Newcastle, Rev Canon Garry Dodd, senior chaplain, drove the Mission bus and a medically trained board member to administer vaccinations to the crew of MV *Wincanton*, the subject of our July article.

Meanwhile, MtS Brisbane has co-ordinated the vaccination of a group of I-Kiribati seafarers stranded in Brisbane due to ongoing repatriation challenges.

These welcome, first indications of seafarers being recognised as essential workers who require vaccination, are not the work of individuals. They are due to collaboration between port authorities, owners, operators, shipping agents, health authorities and healthcare staff.

As the International Christian Maritime Association lists on its COVID-19 Vaccines Available for Seafarers webpage, 27 countries are making vaccines available. With an estimated 1.7 million seafarers, it is important that Australia, as an island nation, plays its part. With 53 vehicles in its Australian fleet, a presence in 27 ports and a strong volunteer base, the Mission to Seafarers stands ready to help authorities.

We call on state and federal governments and agencies to roll out vaccinations to the seafarers who keep our economy going and thank NSW Ports, NSW Health, MSQ, Patrick Terminals and Orica for leading the way. ■

THE VIEW FROM DARWIN

Julie Toomey of MtS Darwin gives an update on MtS activities in the Top End

■ Mission to Seafarers Darwin really began in 2018 with the help of MtS London and MtS Australia.

We have been situated at the Port Welfare Building donated by ITF many years ago. As such, this is run by the Darwin Port Welfare Committee, and we are using the space for our operations at this point.

We are a 24/7 port, and the centre was open all the time pre-pandemic. It is situated within walking distance from the berth, so the seafarers are not able to go to town unless they order a taxi and wait for approximately 40 to 60 minutes for it to maybe arrive. It does not give them much time to be away from the ship – considering a 30-minute ride back again. Seafarers really are isolated at East Arm wharf.

MtS has been there to bring a home-away-from-home atmosphere to seafarers as much as possible with books, literature, religious items, clothing, tea and coffee, a games centre, sim cards and free Wi-Fi and even a small shop. We aimed to do whatever we can add to bring joy to their lives.

During the pandemic, we have provided care bags and sim cards. We are not able to access the ships. Recently, we have not even been able to send care packages, as only the load master is allowed to attend to ships' needs. The agents have been very helpful and caring in getting sim cards top-ups to the ships when possible. We have an active team of people keeping things going here in Darwin and I hope that continues for a long time ahead as a vibrant ministry.



MtS Darwin



Rev Tay at work on the wharves

STAY UP TO DATE

With the latest industry news and insights by signing up for one of our tailored subscription packages

Talk to James about a package to suit you ... or your whole team!

James Hayman,
james.hayman@thedcn.com.au
or (02) 9126 9713

DCN
DAILY CARGO NEWS

SUBSCRIBE TO A DCN NEWS PACKAGE NOW!

THE BENEFITS OF THE NEWS PACKAGE INCLUDE:

- Monthly magazine
- Full access to the daily news service
- Full access to our online archive of past articles

Packages from \$590 plus GST



The grill

Armed with a pair of BBQ tongs, **Captain Ross Nicholls** sat down with *DCN* to talk growing up on the wharves, piloting the *Queen Mary 2*, and his role at Mission to Seafarers Brisbane

How did you come to be working in the maritime industry?

When I was a little kid, my dad was working as a stevedore in Brisbane, and when I was around nine years old, he took me down to the wharves. Back in those days, it was all manual labour. There was cargo going on and off ships, there were smells and sounds, and I got a real feel for loading and unloading ships back in the late 1960s and early 1970s. My dad was a captain, and when I was 10 years old, he invited me to come with him as he took a ship up the river to a bunker terminal to take on fuel. When I came back that day, I remember thinking, "this is the life for me". I haven't wavered.

Where have you worked in the past, and what do you do now?

I've been a marine pilot for 15 years, and I resigned and semi-retired last year. My plan was to stay engaged in the industry, which I've done by getting involved with some consulting work in online learning and training. I'm also assisting another group based in Victoria which helps young people enter maritime careers through a school program. There's been a lack of training and investment in maritime learning, and this group has a vision to help reinvigorate it by growing career pathways to put young Australians in the maritime industry.

What did you love most about being a marine pilot?

I love the challenge of handling a ship. No two days are the same. You've got variations such as weather, the operating environment onboard a ship, the physical properties of the ship, and how they're

handled. But I really love the connectivity with the seafarers. It's a natural fit for me. I really enjoyed getting onboard, developing a rapport with the captain and his team, and continuing that through until the end. Even the rapport varied from stone-cold silence through to engagement all the way. There were different nationalities, cultures, foods, language barriers, and it just made for a really challenging, satisfying job. I loved it right up until my last ship, which happened to be the *Queen Mary 2*. It was leaving Brisbane on my last day of work, and the company organised for me to be on it, as a parting gift.

Speaking of connecting with seafarers, can you tell us about your role as president of MTS Brisbane?

When I was 10 and had that interest in ships, my dad was involved with what was then called Mission to Seamen. There was actually a group of seafarers' wives working at the Seafarers Centre back in the day, and

they're here in Australia and helping make their life onboard as bearable as possible.

When you manage to squeeze in some downtime, what are you doing?

I love the water. I've got a boat, a kayak, and a surfboard. I go boating on Moreton Bay, and I just love spending time out there. I'll do a bit of maintenance on the boat, a bit of snorkelling, a bit of swimming, and a bit of reading. I do part-time work now, so I do some dredging and help some organisations when they're short on labour. But as soon as I get back out on the river, or back out on Moreton Bay, I just feel like it's home. I've got a motorbike too, and when the borders aren't closed, I like to ride out through Mullumbimby, the Burringbar ranges, and Murwillumbah.

Do you have any hidden passions or talents?

I love to cook. I'm always looking for new recipes and trying things out. If I've had a

When I came back that day, I remember thinking, "this is the life for me". I haven't wavered.

they called it the Harbour Lights Guild. We were tidying stuff up at the mission here in Brisbane two years ago, and I picked up an honour board I found in storage, and on it was my mum's name. She was president of the Harbour Lights Guild in 1976, so there's actually a family connection there. I'm engaged with the rights and welfare of today's seafarers because they are by no means any better off than the seafarers hundreds of years ago. I'm passionate about looking after their welfare while

bit of a stressful day, or the phone's been going non-stop, I usually come home, put the phone on silent, and just dive into the kitchen and get dinner ready.

If you could live in any decade, which would you choose and why?

I love the decade I grew up in – the 1980s. I love all the bands: The Angels, Australian Crawl, Hoodoo Gurus, Hunters & Collectors, you name it. I love the music of the 80s and late 70s, and I wouldn't change that. ■

Image supplied



MIRRAT

MELBOURNE INTERNATIONAL
RORO AUTOMOTIVE TERMINAL



RoRo



Automotive



Breakbulk

Efficient, innovative and sustainable solutions

www.mirrat.com.au

From port to door your integrated logistics provider



Providing seamless inland logistic solutions for your fumigation requirements this Stink Bug season



DP WORLD

dpworldlogistics.com.au

