

Queensland

By GEOFF DALGLIESH,
Secretary, Shipping Australia's Queensland Committee

When I sat down to right this report and then looked back at the year that's been there has been an awful lot to report on. Unfortunately, we have limitations on how much we can write. So, apologies if I miss anything or anyone.

Firstly, SAL Qld had a new Chairman this year in Ajaz (Jaz) Mir from OOCL and I must congratulate him on his contribution to us and the industry over this period.

Jaz wanted to reintroduce the Queensland Ball, which had been cancelled during the COVID pandemic because of the many restrictions enforced at that time.

Well Jaz decided to re-introduce and re-invent the evening into an Industry Gala Night, with the help of many generous sponsors. With 250 people attending at the Qld Cricketers Club and raising \$15,000 for the Mission to Seafarers Maritime Charity, I can attest it was a great evening.

Moving on from that event we also had a great Annual Golf Day with 94 players attending and raising \$1,800 for the Mission to Seafarers. All had a great day and again we could not do this without our many generous sponsor's.

Other events or issues that have affected our industry over the year has been Cross River Rail, which continues to affect road travel movements around the city, particularly over the Easter and Christmas breaks. This will continue we anticipate unto well into 2026.

The Port of Brisbane has a new Executive General Manager for Port Services in Craig Barbour. Craig has taken over from the recently retired Peter Kyte. Craig's focus will be on safety and security around the port along with developing the long-term port development plan.

The port has numerous projects either in progress or future planned projects.

But beside their mid- to long-term port development project, they have others such as lobbying for dedicated rail connectivity rather than sharing the network with passenger rail. This will reduce the reliance of road traffic and reducing congestion.

The Port of Townsville has completed its channel widening program so ships up to 300 metres in length and beams up to 45 metres can access the port safely. There are still some landside projects to be completed that are associated with the channel widening, in addition to quay side terminal upgrades and Berth 11 pile encapsulation.

The Port of Mackay is the fourth largest multi-commodity port in Qld. The port has plans to develop land use in the medium to long term, which includes industry and commercial operations along with environment and buffer zones.

The Port of Cairns development project will develop port infrastructure in order to secure a greater share of the international cruise market, also to enhance naval capacity while improving port efficiencies.

Maritime Safety Queensland is co-ordinating with Qbuild and TAFE on the installation of a Life Boat Training Facility at the MSQ base in Cairns which is nearing completion. The project will mean candidates could obtain Certificate 3 level, or entry level, into general ship operations of merchant ships.

Port of Gladstone had a change of CEO in July with Craig Haymes left after two years in the position. Chairman Mr Adrian Noon thanked Mr Haynes and wished him the best for his future endeavours.

Another development over the year was the start-up of the Qube Logistics Project London program, which enabled Qube to move large numbers of empty containers from the depots to terminals. This is cost efficient and reduces numbers of vehicles on the port roads.

The Queensland State Government plans for Coastal Shipping Grants program is currently in round two and is under Departmental consideration.

Some Border Force issues over the year were related to illegal drugs. There has been a large increase in the number of drug import attempts, abusing the assets, operations or brands of respected and legitimate importers. Criminals break into containers, place drugs inside, then reseal the container. This method of operation is said to be harder to detect by the authorities. Another point of note is the trend in which some bulk ports – particularly in QLD and WA – are legitimately trying to make headway in developing a container business. If successful, the ABF indicate this will add to the smuggling drug related issues. Incidentally, we are keen to point out that there is no actual or implied suggestion here that the bulk ports themselves are doing anything other than acting entirely appropriately.

Finally, we would like to thank all of our generous Sponsors who supported our functions over the year. We really appreciate your support. ▲

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