

# NSW Ports Cargo Facilitation Committee



**NSW Ports**

**FINAL Minutes of a Meeting of the  
NSW PORTS CARGO FACILITATION COMMITTEE  
(No. 1/2017)  
SICTL Training Room  
1 Sirius Road, Port Botany  
Wednesday, 8<sup>th</sup> February, 2017  
(11:00-12:00Hrs)**

**PRESENT:**

Mr Adem Long	NSW Ports
Mr Steve Gunn	Transport for NSW
Mr John Donnell	Transport for NSW
Mr Craig Hall	Department of Agriculture
Ms Cate Hall	Department of Immigration and Border Protection (DIBP)
Ms Vanessa Malloy	Department of Immigration and Border Protection (DIBP)
Mr Paul Downey	ATA NSW Container Sub Committee
Mr Greg Baldock	Hutchison Ports Sydney
Mr Jarrod Graham	Patrick
Mr Bill Hanley	DP World
Mr Nathan Mills	Maritime Container Services (MCS)
Mr David Wright	Maritime Container Services (MCS)
Mr Simon O'Hara	Road Freight NSW
Mr Mark Leach	RMS
Mr Barry Robertson	J&J Robertson & Sons Transport
Mr Kevin Malouf	Price & Speed
Mr Michael Pinnock	DHL
Mr Anthony Tzaneros	ACFS Port Logistics
Mr Paul Zalai	Freight & Trade Alliance
Mrs Sandra Spate	Minute taker

**APOLOGIES AND MEMBERSHIP**

Apologies were received from:

Mr Greg Winstanley	DP World
Mr Stuart McFarlane	Australian Federation of International Forwarders (AFIF) Ltd
Mr John Karamanis	Maritime Container Services (MSC)
Mr David Scott	CBFCA
Ms Megan White	CBFCA
Mr Anthony Wasson	Price and Speed

## 2. CONFIRMATION OF PREVIOUS MINUTES

Minutes from the December 2016 meeting were accepted.

## 3. MATTERS ARISING FROM THE MINUTES

Craig M providing update from DoA on GAS Inspection issues.

## 4. ITEMS FOR DISCUSSION

### a. CMCCs/ TfNSW Update

John D reported TTT's are coming down with all stevedores improving. Some exceptions have been dealt with.

Regarding unforeseen events carriers will be asked to have the information upfront. Documentation, proof regarding unforeseen events must be attached e.g. something from the truck at the time of a traffic incident.

Changes are also coming in for bookings made with registrations but no RFID tags. These won't have TTT. The exception is Hutchison due to technical issues with licence plate recognition.

### b. Department of Agriculture

Craig H acknowledged issues from last meeting regarding servicing stevedores in December. This was partly due to unprecedented volumes of fresh produce with issues around imported prawns adding to this requiring diversion of staff. This impinged on provision of service. There has been an intake of staff in January with 8 of these now in the Port Botany precinct. They are still in training but better servicing is expected.

Adem L asked about GAS volumes. Bill H said volumes have come down.

Paul D noted some staff in the chain lack skills. Craig H acknowledges training takes time but staff have been added.

Bill H noted two services had been heavily impacted by GAS controls. He suggested quarantine responded as best they could. There have been minor improvements and he is looking forward to more.

Craig H noted changes in procedure as well as volumes. This has now settled to some extent.

Bill H reported ongoing issues. Booking as per the new regime they can't always get recourse to services. New staff on the line should improve this.

### **c. Australian Border Force**

Cate H noted that her ABF colleagues were not at the meeting, but if anyone had any particular comments she could pass it on.

Cate H reported an ongoing industrial dispute is going to Fair Work for arbitration so there is unlikely to be further industrial action in the near future. A determination should be made by the end of the year or earlier.

Adem L noted discussions at the December 16 CFC, around a potential solution of paying duties prior to vessel berthing may be the Trusted Trader concept. Could an update on this be provided at the next meeting?

Cate H will take the question on notice.

Paul Z said the Trusted Traders agreement is a great initiative which would bring benefits in the long term but it isn't a short term solution.

Paul Z noted it's a continuation of what customs has been trying for a long time. There has always been the stick in the form of penalties but not the carrot. This will potentially bring benefits to exporters and importers. It's limited for now but meetings over the next couple weeks could hopefully something in place in the next financial year. It is currently entry by import declarations with an extended period make payments. Beyond that there will be periodic declarations e.g. payment at the end of the month. It will take a while to ramp up but will address issues in years to come. Paul Z said he had contacted the Department to request a copy of the Time Release Study, a report which shows data on when declarations have been paid to give a true picture.

Please note, Cate Hall has provided the link to the above report:

<http://www.border.gov.au/ReportsandPublications/Documents/statistics/time-release-study-2014.pdf#search=time%20release%20study>

### **d. Road Transport**

Paul D reported long delays at ECPs. He asked if consideration has been given to measures spoken about at the last meeting. Adem L to report back for the next meeting.

Nathan M said stats show 80% arrive between 10am and 4pm every day. They are working on easing pressure points, at warehousing and loading and key busy areas. If things don't change they will put

in extra gating points. They are prepared to go where shipping lines go once there is evidence. Most going to customs are singles. They are working on bringing B Doubles in a different way.

Paul D spoke to members last week. Shipping lines are trying to simplify processes and get the industry as a whole on board.

Paul D reported Ports as whole has been OK. Some exceptions with Hutchison are delays at certain times of the day. The change to the slotting system means pending has been and gone before you a get slot.

Greg B replied it usually comes back within 15 seconds. There has been positive feedback from Lovatt's.

Paul D asked if Hutchison's system can identify numbers of movements a month as 1-Stop does. Greg B confirmed with the two screens this data can be pulled out.

Paul D asked that DP World ensure the SIMS is working correctly. He reported issues of incidents with a steel beam causing blowouts and carriers staying off the weighbridge due to wrong readings.

Bill H replied the steel beams have always been there. The weighbridges are accurate and kept calibrated. There have been no changes to the weighbridge. There are variants if not used properly. He looks forward to more enforcement. DP World has done all they can. At some point carriers will have to take ownership.

Paul D asked how carriers can know if a tag is working?

Steve G said all the information was provided in 2010. Carriers can log into the points system which will tell you the life of the tag. 10% of the fleet has not been fitted or incorrectly fitted. TfNSW has been fair and reasonable. Seven years is a lot of latitude. Tags are free. A couple of show cause letters has resulted in immediate responses.

Barry R suggested a lot of carriers don't know how to use tags properly. Steve G replied if carriers need instruction on use we will visit and show them.

John D said many emails have been sent out to update everybody and another round will be sent as part of the change.

Simon O, RFNSW, invited Adem L to the next RFNSW Container Sub-Committee Meeting at Marrickville Golf Club to talk to our members about issues they face at the Port.

### **e. Rail Transport**

Steve G reported the annual rail modal share stands at 18.4%. Volumes moved by rail last week exceeded Fremantle's total throughput. More than 450,000 TEUs is expected to be moved by rail.

Nathan M reported some cancellations in December but otherwise all working well.

Jarrold G reported 20% rail for Patrick is higher than average.

Bill H wished everyone a successful 2017.

Greg B reported a spike with carriers shopping round to find out who to book a slot with. They have been able to see this with the new system. He asked that it be taken back to carriers.

Paul D noted shopping around happens at all ports.

Bill H said it is a long standing problem. If someone has a 9.00 slot but wants a 7.00 slot they are stopping someone who wants the 9.00 slot. Carriers are hurting themselves.

### **f. Empty Container Parks (ECPs)**

Adem L has been talking to Nathan M regularly but they are still getting no traction. Nathan M reported 60 to 70% are still arriving early.

## **5. REPORTS BY COMMITTEE MEMBERS**

Adem L reported on issues at Coal Pier Road with one road in one road out and major port operators there. There is a high sea freight volume and about 1,000 plus cars parked in the area. It's not Ports land and Ports didn't approve the development. This was Department of Planning and Council. Traffic blocks up to Penrhyn Road. There have been meetings with Goodmans, RMS, TfNSW and all involved. They are working through the issues with the assistance of RMS traffic management centre who have been very helpful. Included are discussions about the roundabout at Botany Bay Hotel.

Paul Z reported on a meeting on 15 August targeting freight forwarders and looking at options to relocate from the port precinct to other areas. They are talking TfNSW and to the intermodals around what services exist.

Kevin M asked when Moorebank will come on line. Steve G replied the official date is the end of 2018. Under their Approval they have to take the first 250,000 TEU by rail not road.

Jarrold G reported one-yard closure for maintenance since the last meeting. The practice will continue. Patrick is meeting with Qube to finalise a sub-lease. Swipe in and out from gate B117, via ramp C.

Paul D asked who's likely to take up empties. Jarrod G said existing shipping lines.

Bill H wants people to know due to an upcoming yard meeting on Wednesday 15 February DP is submitting a request to cancel 12.00, 13.00 and 14.00 slots.

Greg B reported availability changes to two vessels so please adjust schedules. Hutchison have been working through some VBS issues but there has been positive feedback since new screens were introduced.

Nathan M reported high volumes and thanked most transport carriers for being very willing to listen and follow instructions. People will start to see signs at entry gates for the construction of the grain packing facility in mid-March. There will be some traffic restrictions but all will be notified.

Michal P reported on development of software allowing staff to automate payment to customs. It is a fully automated system that releases funds 24 hours prior to ETA and automatically adjusts for delays. This protects interest payments for cash in banks. They have spoken to their top 10 customers about using the system and he suggests it could be taken up by others. The development cost is small and he hopes to talk to more freight forwarders.

Paul Z noted they are also working in that space helping customers and brokers who outlay significant monthly payments for GST etc. They talked to an underwriter about a bulk program for brokers and forwarders.

## **6. COMMITTEE MEMBERS – Required Actions by next meeting**

Cate H to arrange an update on progress on Trusted Trader Agreements at the next meeting.

## **8. NEXT MEETING**

Wednesday 12 April