

NSW Ports Cargo Facilitation Committee



NSW Ports

Minutes of a Meeting of the NSW PORTS CARGO FACILITATION COMMITTEE (No. 6/2017)

Botany
Wednesday, 13th December, 2017
(11:00-12:00Hrs)

PRESENT:

Mr Adem Long	NSW Ports (Chair)
Mr Jonathan Lafforgue	NSW Ports
Mr Vic Regina	CMCC / Transport for NSW
Mr John Donnell	CMCC / Transport for NSW
Mr Chris Sheridan	CMCC / Transport for NSW
Mr Paul Downey	Road Freight NSW
Mr Greg Baldock	Hutchison Ports Sydney
Mr John Karamanis	Maritime Container Services (MCS)
Mr Nathan Mills	Maritime Container Services (MCS)
Mr Craig McKay	Price & Speed
Mr David Scott	CBFCA
Mr Scott Carson	CBFCA
Mr Michael Murrell	Murrells Transport
Mrs Sandra Spate	Minute taker
Mr Anthony Tzaneros	ACFS Port Logistics

1. APOLOGIES AND MEMBERSHIP

Apologies were received from:

Ms Megan White	CBFCA
Mr Bill Hanley	DP World
Mr Jarrod Graham	Patrick
Mr Stuart	AFIF

2. CONFIRMATION OF PREVIOUS MINUTES

- Adem L thanked everyone for their attendance.
- Minutes from the October 2017 meeting were accepted.

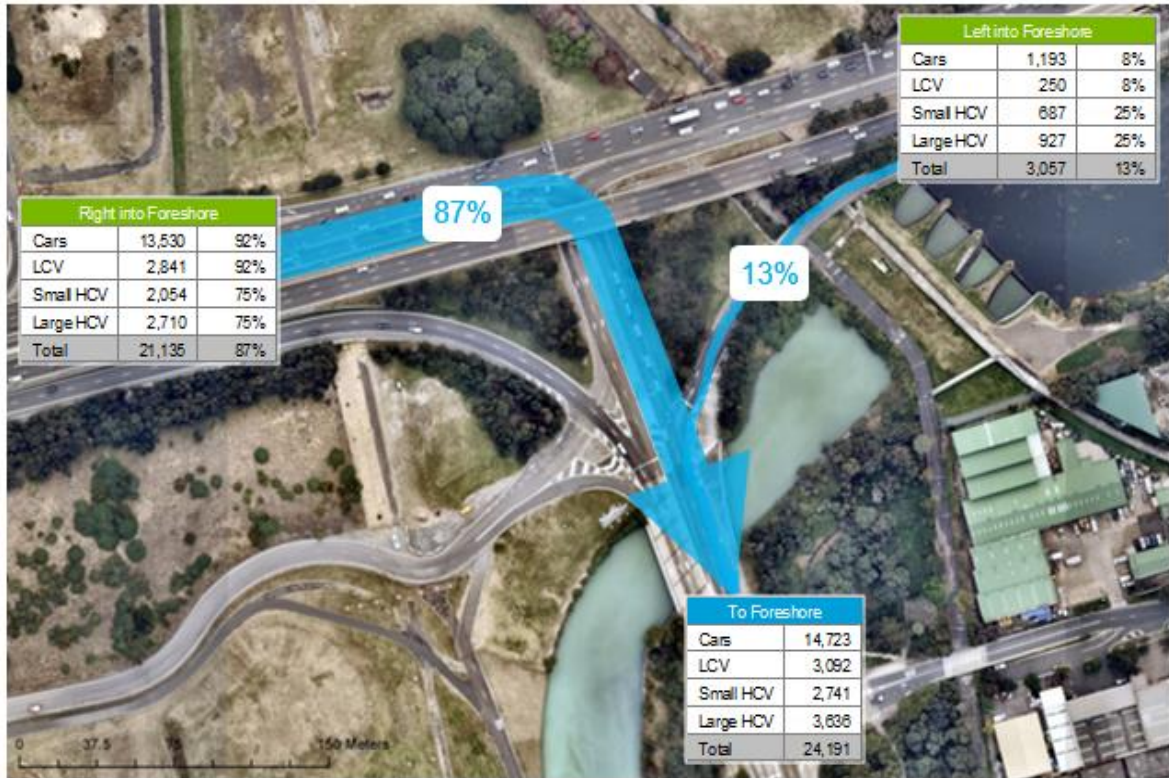
3. MATTERS ARISING FROM THE MINUTES

- CMCC to work with RMS and stevedores to arrange a meeting around coordination of weight and motion data. This has occurred. Further discussion under agenda item 5.
- 1-Stop to present on ways to book slots and the system operating in Brisbane. No representatives from 1-Stop were in attendance. Adem L will follow up organising a presentation for next year.

4. ITEMS FOR DISCUSSION

a. NSW Port Update

- Adem L reported an all-time record for October of 239,000. Exports are up marginally. Imports are up 16.8% on this time last year and export empties are up 24% on the same period last year.
- The first round of data is available from the recent traffic survey. Video cameras were installed at four intersections and tube counters were used where vehicle types are already known. The first round of data showed 241,000 vehicle movements daily. Of these 20% were container trucks. 140,000 odd were cars. There were 40,000 movements a day in and out of Foreshore Road. 87% of vehicles exiting Foreshore Road turned left onto General Holmes Drive. A potential benefit of data is a push back to government that containers are not the cause of congestion. Below is an image from the report, to give everyone a feel for the data we have received:



- Data on laden and unladen trucks will provide information on productivity of trucks. 37% were unladen entering port and 42% exiting. This doesn't take into account for example, trucks leaving DP Logistics then going to Hutchison Ports or to Lovatts.

Truck Type	Penrhyn	Bumborah	Military	Total
Enter Port				
Laden	675 (50%)	1,653 (61%)	158 (60%)	2,485 (58%)
Unladen	662 (50%)	1,038 (39%)	104 (40%)	1,804 (42%)
Total	1,338 (100%)	2,691 (100%)	261 (100%)	4,290 (100%)
Exit Port				
Laden	839 (63%)	1,702 (63%)	160 (61%)	2,700 (63%)
Unladen	499 (37%)	989 (37%)	101 (39%)	1,589 (37%)
Total	1,338 (100%)	2,691 (100%)	261 (100%)	4,290 (100%)

- NSW Ports is looking at building on this data and is considering whether to install counters permanently.

- Re-sheeting will occur at Simblist and Friendship Roads in January and could give us the opportunity to install permanent counters.
- Data will be used in the submission on the upcoming Freight and Port Strategy.
- Adem L reported the Northern Julia on dock at Patrick, a 8,800 teu vessel.
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 - As at today exchange looks to be about 4.7k, but may change once they start working the vessel.
 - Patrick currently have 2,500 boxes in the Terminal, ready to be loaded – they have been triple stacking all week.
 - Qube Knuckle also have some which will be taken in
 - Another chunk will be coming in from Cargolink
 - Qube are also running some empty trains in the next couple of days, clearing out Minto and Yennora.
 - Also a stack coming in from DPW Logistics, but via road.

Second time this year we have had a vessel of this size in Port Botany.

- The NSW Ports office is closed between Christmas and the New Year.
- Terminal updates have all been notified to industry

b. CMCCs/ TfNSW Update

- John D reported TTT times are still under 25 minutes.
- An increase in no shows and late arrivals is of concern.
- TfNSW is working with Patrick around issues with Cargolink bookings and varying times being issued. Trucks coming in before their time zone are parking up illegally and being fined. If trucks arrive early they need to use the TMA. TfNSW is working with Patrick to try to solve the issue.
- John D introduced Chris Sheridan from CMCC / ROCC. Chris S reported the rail modal share has been down with around 19.5% by rail in October and 17.9% YTD. John D noted these are still record overall volumes.
- Adem L asked about long term issues regarding the TMA and DG Parking. John D was of the opinion that private property needs licencing to store hazardous containers including emergency services. If people have a hazardous container and arrive early they can call the stevedore who will let them in.

- Greg B reported that drivers with hazardous goods who have turned up and stopped in the driveway have been recorded by the transponder as early arrivals when the system should have exempted them.

c. Rail Transport

- John K reported all operating well though volumes have been sporadic and there have been a few cancellations.
- Adem L asked whether new Sydney Trains rules regarding access, curfews and priorities had come into effect.
- Chris S replied there haven't been impacts from the changes.
- Chris S said curfews haven't changed but there are more trains into container parks and saturated times of the day. There shouldn't be impacts.

d. Intermodal

- Adem L noted Aurizon's public statement that it will exit the intermodal business on December 31.
- NSW Ports, assisted by Goodman, is moving ahead to develop the Enfield site.

e. Empty Container Parks (ECPs)

- Adem L reported issues with Tynes / ACFS with queuing along Friendship and Bumborah. Trucks are stopping in the bus area and close to the corner causing safety issues. NSW Ports security has been moving them on. It seems to occur when DRE closes its door and the shipping lines re-direct to Tynes. NSW Ports is in discussion with DP World to provide more notice when they close.
- Nathan M reported MCS is still consistently busy. Carriers are getting used to 5am to 9pm and Saturdays. They were busy with redirects. There have been less phone calls for bookings with carriers getting smarter around organising. MCS still has 4 hour windows. Yesterday only 9% arrived late outside the 4 hour window. 85% arrived on time (within one and a half hours). Earlies used to be a problem but this has improved with work.
- Adem L noted the positive improvements compared to this time last year.
- Anthony T reported ACFS will be looking more at empty parks early next year.
- Michael M stressed carriers need more time on redirections. Queues eventuate when one park shuts and they are sent to another.

- Adem L suggested issues are when redirections come in and Container Chain is not updated in a timely manner. The amount of redirections but, there wasn't time to do live updates. It was done at the end of the day and carriers booked in for the following day. Most parks accepted arrivals but sometimes were picked up by the lines.
- Nathan M said they put messages in to 1-Stop but the systems don't talk to each other. There are different platforms the Parks are using. It's a nightmare and then carriers turn up at MCS.
- Adem L noted initial ideas for a 24 leeway on redirections, but this was pushed back. The opening of DPW Logistics, has gone some way to help the issue.

f. Road

- Paul D reported on issues with DPW Logistics using an automated system. Shipping lines notices are saying empties have not been returned when they have. It's due to human error not punching the information in. DP is trying to fix the glitch but Paul urged people to question, if something seems out of place. It originally went through 1-Stop but now has to go through DP Logistics website.
- Paul D noted that ECPs are requiring queueing with doors to the rear. Why is this an issue when receiving empties if when picking up an export carriers can request the door in front?
- Adem L suggested the problem is lack of consistency.
- Paul D reported there have been highway patrol blitzes after an accident in which marble slabs went through doors into the cabin after the driver slammed on the brakes. He understands since then there has been a blitz if doors are to the front. But if they are to the rear the car behind may be hit. He has questioned Mark Leach (TfNSW) and Phil Brooks (NSW Police) to ask that this be reconsidered. He understands it is in response to an accident in which a driver was killed by pipes coming through the cabin.
- John D suggested if doors are to the rear, trucks would need to be accelerating for a car behind to be impacted.
- Paul D reported discussions have been held with Hutchison on the side loader tariff.
- Greg B noted Hutchison is in discussion with CMCC around when an approved side loader tariff of \$50 can be implemented. It has been charged manually since 2014. There was a delay in getting manual invoices to customers, now it is able to be automated. Notices have gone out that the tariff will be reinstated when worked out with CMCC.

- Paul D suggested Hutchison was already an automated terminal. Patrick's had the levy prior to automation but then dropped it.
- Greg B said a different system is operating at Hutchison. At Patrick someone is present supervising loading and unloading. Hutchison doesn't have this.
- John D said there had been discussions in 2013 regarding the charges. CMCC is now asking for the justification for the tariff and working through this with Hutchison.
- Paul D asked for clarification around whether Patrick is looking to change their infrastructure fee. There was no representative from Patrick present.

5. REPORTS BY COMMITTEE MEMBERS

- Anthony T reported ACFS is working to address concerns around waiting times. Changes made a couple of months ago worked well where semis leaving after 12 were pushed back so as not to hold up the queue. They are looking at more transparency regarding which carrier picks up what in the FAK area. If 10 clients are picking up 10 different goods, a system is required for providing that information to freight forwarders.
- David S reported CBFCFA is not happy that stevedores are charging levies such as infrastructure levies through VBS. CBFCFA intends to take this forward with relevant government bodies as well with as the ACCC.
- Scott C reported CBFCFA Brisbane head office is transferring to Sydney. Steve Morris has retired and Scott will take over as Commercial Manager. CBFCFA is reviewing the services provided to members. He will look more at land based issues such as the infrastructure levy. They will monitor and take action.
- Regarding WIMS and 1-Stop Craig M said they only know what people have reported to them. There is potentially 20% unknown.
- John D reported stevedores will provide data to the system. CMCC will update this with trucks data they have. The left over data will go to RMS to chase.
- Craig M asked what happens if they go to another CMS. Would they be advised of this?
- John D said there needs to be a balance between enforcement and allowing privacy of data. It would be for RMS and the carrier to work through.
- Craig M asked when this will happen.

- John D replied they are waiting for stevedores to provide the data and then they will have to get the VMS in place.
- Paul D suggested a problem identifying what type of accreditation the truck has. John D said there is an option to identify this in the new data. It will appear on data.
- Greg B reiterated Hutchison are finalising discussions with CMCC around enforcing side loading tariffs.

6. OTHER BUSINESS

- On behalf of NSW Ports Jonathan L thanked CFC members for their attendance today and for their contribution throughout the year. He wished all well for the festive season.

7. COMMITTEE MEMBERS – Required Actions by next meeting

- There were no additional actions arising from the meeting.

8. NEXT MEETING

Wednesday 21 February 2018.