

MINUTES

PORT TRANSPORT LOGISTICS TASKFORCE

Date:	Thursday, 30 May 2019	
Time:	9.30am to 12.30pm	
Location:	McNevin Room, Prince Henry Centre Randwick Council - 2 Coast Rd Hospital Little Bay NSW 2036	
Attendees:	Vic Regina	Director, CMCC Transport for NSW – Co-Chairperson
	Jonathan Lafforgue	General Manager, Operations & Environment NSW Ports Pty Ltd – Co-Chairperson
	Michael Bouari	CEO, 1 Stop
	Brett Totten	Superintendent, ABF
	Steve Butler	State Transport and Depot Manager NSW, ACFS
	Kirk Coningham	CEO, ALC
	John Preston	Managing Director, Alliance Transport
	Richard Galbraith	General Manager Commercial & Customer Service, ARTC
	David Scott	GM Logistics, Commercial Customs
	Inger Nieuwkamp	Director Inspections Group, DAPW
	Mark Hulme	General Manager Operations, DPW
	Sue Tomic	General Manager Operations, DPW Logistics
	Glenn Gorham	Distribution Manager, Elgas
	Paul Zalai	Director, FTA
	Jarrad Graham	Senior Manager – Operations, Hutchison Ports
	Michael Seliametis	Admin/Driver, HY Transport
	Barry Robertson	Director, JJ Robertson
	Frank Andriano	East Coast Rail Manager, Linx
	Mark Owens	National Transport & Logistics Manager, Manildra
	Michael Murrell	Director, Murrells
	Leigh Cook	Project Director - St Mary's Freight Hub, Pacific National
	Daniel Laroche	Landside Manager, Patrick
	Jason McGregor	General Manager- Commercial & Trade, Port Authority
	Anthony Wasson	Depot Manager, Price & Speed
	Simon O'Hara	CEO, RFNSW
	Susie Mackay	Director Freight, RMS
	Paul Downey	General Manager, Trojan
	Scott Walker	National Transport Manager, Visa Global
	Phil Barnes	National Operations Manager, Visa Global
	Jamil Kharoudeh	SJECQ & Sustainability Manager, Vopak
	Philip Poon	O'Connor Marsden
	Megan Bedingfield	NSW Ports
	Carsten Varming	NSW Ports
	Lana Howell	NSW Ports
	John Donnell	TfNSW
	Toni Gullo	TfNSW
	Andris Galvins	TfNSW
	Fizz Faiyaz	TfNSW
	Chris Sheridan	TfNSW
	Ian Dodd	TfNSW
	Tom Clancy	Director Customer Service and Engagement
	Emily Rucker	Project Officer, DPI Innovation
	Nicole Schembri	Peri Urban Program Coordinator

Apologies:	Chris Harnett	Head of Sales, 1 Stop
	Michael Crighton	Inspector, ABF
	Michael Tzaneros	ACFS
	Brian Lovell	CEO, AFIF
	Lachlan Benson	Adviser to ALC Board
	Scott Carson	Commercial Manager, CBFA
	Andrew Ray	GM Growth & Marketplace Development, Crawfords
	Neil Chambers	Director, CTAA
	Bill Lovatt	Managing Director, Lovatt Transport
	Gus May	Operations Manager, Patrick
	Jack Moore	General Manager NSW, Qube
	Kevin Malouf	Managing Director, Price and Speed
	Ignatios Tsiriplis	Managing Director, SPL
	Dan Coulton	General Manager Industrial Relations, Qube
	Scott Greenow	Senior Manager Network Management, RMS
Michael Volonakis	Director of Business Development, Swift Trans	
Muslim Bhimani	Terminal Manager, Vopak	
Minute Taker:	Robyn Wilcox	Meetings Into Minutes (Independent Minute Taker)

1. WELCOME AND INTRODUCTION

Vic Regina welcomed the members to the inaugural meeting and declared the meeting open at 9.30am.

1.1. Introduction to Inaugural PTLT

The PTLT has been convened to reflect the supply chain industry with special interest in Port Botany, allowing the opportunity to listen to government agencies, express concerns, and provide opportunities to increase efficiency and effectiveness.

Jonathan Lafforgue further welcomed members and explained the complexity of the Port Botany system. The taskforce would gather key stakeholders together to look into the data generated around the operation of the Port Botany system. Previous CFC and Port Road taskforces have met separately, however these have lacked full representation of all stakeholders in one meeting. Therefore, the structure has been reformatted and refocused, and forms the PTLT meeting today. No discussions on pricing or rates will be held in this forum.

Housekeeping matters were addressed, noting all members had signed the Terms of Reference and Confidentiality Agreement documents. The taskforce will meet quarterly, at the location of today's meeting.

1.2. Objectives of ToR

The objectives of the Terms of Reference were presented. Objectives include:

- To be a consultation and discussion taskforce, with a focus on the efficient movement of freight through the Port and hearing from stakeholders with interest in this activity.
- The taskforce is not a decision-making body but rather performs an advisory role.

1.3. Overview of Guiding Principles

The overview of the guiding principles were presented as follows:

- To have quantitative and data driven discussions.
- Focus on consistency, transparency and respect for others.
- Focus on the entire supply chain.

The taskforce are unable to make commercial decision, but are able to come up with solutions and raise a formal recommendation to Government through the correct channels, if required.

1.4. Governance and Taskforce working rules

Philip Poon, O'Connor Marsden gave an overview of the Governance and Taskforce Working Rules.

- All attendees must sign the attendance sheet and the COI form.
- Taskforce members must not make comments on behalf of the taskforce in the public domain.
- Should information be in the public domain, members can comment, however if in doubt, ask. To maintain the reputation of members, reach out to the secretariat or Co-Chair to seek advice.
- Remain in attendance during the taskforce meetings to assist, particularly if any discussions are in breach of these rules.

2. SERVICE UPDATE

2.1 Port Services Status and PBLIS Performance Update

John Donnell presented the update on the Road Containers status. Key highlights include:

- Service levels remained stable until late 2017 where they began to decline for both carriers and stevedores. The dramatic fall in October 2018 were related to lightning strikes that caused ongoing IT delays coupled with the extreme weather. More recently the poor performance at the stevedores since December coincides with ongoing Enterprise Bargaining Agreements with 2 stevedores.
- We have observed that carrier service level has improved in the last 2 months. It is difficult to pin point why this is apart from reduced volumes making management of task easier.
- Truck Turnaround Times (TTT) were stable in 2016 but have since declined. This is in part due to increased container density on each truck, noting this does not explain the decline and more information is needed to determine the reason.
- Container Turnaround Times (CTT) support observations that service levels have declined since 2016. This is an important measure moving forward as we aim to have more containers on each truck and less trucks on the road.
- The Container Truck Spread shows weekend take-up has been decreasing in 2019. This is likely due to lower volumes and we will continue to monitor.
- Since the change in TTT allowable timing, the number of multi container trucks initially decreased and the number of single container trucks has increased. We have observed that since 2018, where a number of A-Double routes were approved for trial, the number of multiple container trips is now increasing.

Fizz Faiyaz presented the update on the Rail Volumes. Key highlights include:

- Average decrease in export volume due to a decline in paper, wood and plastic exports. A decrease in import volume has also been observed.
- In April 2019, Rail had a 17.9% share, noting this was good compared to previous years, but has decreased over time.
- North West rail is no longer transporting, and stock is being used for domestic supplies. There is less wheat and grain being transported from the Central region resulting in decreased rail volumes. The Illawarra and Newcastle regions have remained consistent, as has the Metro.
- The Day 0 and 1 data is consistent, with a view to increase this by the next meeting.

ACTION: Expand on rail data report

2.2. Port Botany Trade Performance update

Jonathan Lafforgue presented the report on the Port Botany Export / Import Volumes the YTD Container Trade.

- Volumes are on track, however weaker this year compared to last year.
- YTD volumes are still ahead of last year.
- March was a weak month and volumes are coming back with April showing a slight increase on March.

3. LEGISLATION AND REGULATIONS

3.1 PBLIS

John Donnell presented an overview of the PBLIS Legislation and Regulation changes.

- On analysis, it has been determined that a TTT of 50 minutes for the first container, and 15 mins thereafter is a more suitable time frame for servicing of containers. The current 45 minute timeframe may be causing a focus on trucks that is causing inefficiencies. The analysis shows that 15 mins is reasonable to support additional containers on each truck.
- Trucks with multiple containers are to be supported through the Stevedore Impacted trucks rules on a 24* 7 basis.
- There is a project to replace the RFID tags for TfNSW. It should be noted that DP World will still require RFID tags into the future.
- New regulations around storage costs being waived in unforeseen circumstances are being discussed. The taskforce asked if the new time zone was the same as the one that was cancelled. However, as the details are still being determined, it was hard to say, but a reasonable attempt will be made to make a slot available in a similar time zone.
- Consultation with Stevedores is planned to discuss the occasions when vessels have not been advertised as available at the time the slots were made available. The proposal is that carriers will have an extra day to get their containers.
- It is proposed that stevedores will be able to create segments in their terminal and drop minimum number of slots on a segment level. This will be scaled so that the more segments there are the higher the minimum slots will be. The change is designed to give the stevedore more certainty that they are able to spread the load of work across the terminal while providing carriers with more slots.

- Proposed to include wording in the mandatory standards that if there is a problem with the stevedore's VBS then it is the Stevedores responsibility and a non-service will be allocated if the container cannot be serviced as a result.

JJ Robertson raised the issue of slot bookings and there was a discussion on the instances when these pre-booked appointments could not be met and the repercussions felt from these missed bookings. The need for lenience in the booking system was stressed, allowing a 24 hour period in which to make the booking so there are no financial or time implications for those impacted as there is a flow on effect through the entire supply chain.

John Donnell noted that it would be difficult to make stevedores responsible for delays or missed bookings when they are not responsible for the cause.

An allowance for Stevedores to be compensated for containers not collected or delivered was raised. Suggest a working group be formed to resolve this issue as business is changing and it is timely to look at these issues.

Murrells requested exports to be included in the availability statistics. Due to the advanced booking system use by Hutchison for the slot drop, the detail is known around the containers and it enables them to spread the loads.

3.2 Australian Border Force

Nothing to report.

3.3 Department of Agriculture

Inger Nieuwkemp reported on the cost for compliance being evident in the challenges that were being highlighted and confirmed these challenges were also being faced within her department. A request was made for the levy and charging implications to be pursued further at the next meeting. A focus on data is evident as is a focus on risk. There will be an increase for services and the businesses must adapt to industry rhythm. The Department is encouraged to work with industry and put in place a streamlined approach to minimise and deal with any barriers in place. Robust conversations with those stakeholders will continue, and indicated they would be able to present at the next meeting. As a recommendation to change Government, suggest inviting industry to supply commentary around BMSB, allowing more chance for detailed feedback from industry and to work together collectively.

ACTION: Provide more detail on implications of levy and charging

3.4 RMS

Susie Mackay provided some commentary around the access improvements that have been made and the work on the developments on the road network are to be further addressed at the next meeting.

ACTION: Susie Mackay to prepare a presentation for next PTLT

3.5 Port Authority of NSW

Nothing to report.

4. PROJECTS

Vic Regina presented information on the current projects. Highlights include:

- Empty Container Parks** consultants are meeting with members of the taskforce to deep dive and understand the current process and cost.

ACTION: Results of ECP review, if available, to be shared at next PTLT

- CCTV** 3,000 state of the art cameras are being installed across the State to give visibility on congestion and container space.
- Truck tracking** there is a move away from etags and towards license plate recognition. This project is almost complete, and a full update will be given at the next meeting. The new tracking system should lessen the likelihood of incorrect registration as there is good information being collected from the license plate data and the onus is on the carrier to manifest the correct rego.

ACTION: Update on Truck Tracking Project at next PTLT

- CEOS** the outcome of this project is to automate the reporting of manual interventions, and will be rolled out in July.
- Drones** a trial of a drone on the Port precinct will be undertaken at the weekend. It is the intention the drone will be used for visibility and reconnaissance work in an attempt to remove congestion. A report on the trials deliverables and benefits will be presented to the group.
- The timeline for container parts was confirmed as three months and the results would be presented in the next meeting.
- A consultant has been funded to write a business case for the core communication system.
- The reliability of data accuracy was questioned.
- There is a project that is looking at how to more efficiently get containers out of the port.

RFNSW raised issues regarding the accuracy of container weight. A discussion was had around the cost issues to carriers resulting from different weight readings being presented from different sources.

John Donnell acknowledged that further discussions will be held on weight accuracy data and ways to avoid inaccuracy.

RMS acknowledged the topic of COR was raised 18 months ago. It continues to be raised in RMS quarterly meetings and a discussion out of this meeting is welcome if needed.

5. Reports from taskforce members

5.1 Federal Government Agencies – Department of Primary Industry

Emily Rucker, the Director Customer Service & Engagement, Biosecurity and Food Safety from the NSW Dept. of Primary Industries presented on BIO security and food safety.

- Aim to improve post border security and surveillance.
- A grant has been received to look at improving surveillance.
- Working to stop the BMSB from becoming a major problem for primary industries. NSW was the first State to set up a taskforce to look into this bug, noting the investigation stemmed from a warehouse employee seeking to identify an unfamiliar bug in a container.
- Encourage people to report on things they see that are not right.
- Meetings have been held with Transport NSW and industry and sector staff since late February.
- There are various players and the aim is to get to know the industry better and how all parties can work together.
- The end point is to be able to provide better education through reporting and communication.
- Links will be sent with the minutes asking for a half an hour meeting and the taskforce were asked to help with this request.
- The findings from these meetings will be presented in a report.
- The timeline is that the research will be complete by mid-year and during the next financial year, training will be conducted that addresses any discovered gaps.

5.2 Stevedores

5.2.1 Hutchison

Jarrold Graham introduced himself as the new Senior Manager – Operations for Hutchinson Ports and reported they are still in negotiation phase for the Enterprise Agreement.

5.2.2 DP World

DPW reported they are also in negation with the Union over their Enterprise Agreement.

5.2.3 Patrick

Nothing to report.

5.3 Road Transport Companies

RFNSW reported that even though there has been an increase in container volumes, the last timeslot increase was 2015.

Vic Regina confirmed that there was a focus on empty container parks and this increase can be added as a second piece of work.

HY Transport raised the issue of safety and having realistic expectations of drivers in regard to timing and deliverables.

Visa Global raised concerns for the coming peak season, while it is ok at the moment it is expected that if the issues are not addressed peak season will see a repeat of previous year's inefficiencies.

Vic Regina requested the issue be raised as an agenda item where it can be discussed and assessed at a strategic level.

Elgas spoke about the dangerous goods transport restrictions Council have placed on various roads, tunnels, truck parking and rest areas regarding dangerous goods. Government have been approached and advised there is no plan in the existing infrastructure for dangerous goods transportation. A dangerous goods study is currently being conducted and will meet in July. The EPA is also running a separate study to try and improve access in tunnels and roads.

Jonathan Lafforgue acknowledged requirement for protection of dangerous goods access routes to and from Port Botany and recommended Elgas speak to NSW Ports, as a traffic management plan is about to be initiated and can link in the dangerous goods access issues.

Vic Regina noted that Transport for NSW is also involved in a study which includes a review of the existing TMA and a commitment to consider a second TMA for the Port Botany area.

5.4 Intermodal Operators

5.4.1 LINX

LINX reported they have been operational for 12 months.

5.4.2 Pacific National

Pacific National reported they have commenced discussions with Transport for NSW and Ports in regards to access for the St Mary's Intermodal site scheduled to come online from 2020.

5.5 Freight Forwarding Organisations

FTA provided an updated on the Brown Marmorated Stink Bug (BMSB) independent review undertaken by the Inspector-General Biosecurity and the Biosecurity Import Levy. The release of the BMSB review was initially delayed due to the election and the government being in caretaker mode. The Department of Agriculture is conducting a roadshow on its revised 2019/20 season measures in June. A Biosecurity Import Levy report will be submitted by the Ministerial Steering Committee to Government next week, however the feeling is that legislative change is required and there may be a Senate enquiry. The target date for implementation was initially 1 July, but this has been pushed back to 1 September and may be delayed beyond that.

APSA, FTA and ALC expressed concerns over the increasing cost and additional levy expected to be imposed for import biosecurity on top rapidly increasing stevedore imposed infrastructure surcharges.

FTA noted the Biosecurity Import Levy is a tax to be used to fund non trade related schemes.

FTA expressed concern over the shifting of terminal handling charges to infrastructure surcharges imposed on transport companies.

APSA and FTA stated a view that infrastructure surcharges should be scrapped with stevedores to absorb costs or pass them onto their commercial client being the shipping line.

HY Transport expressed their concern that to remain competitive stevedores are imposing levies further down the supply chain to parties that have no negotiating power and transport companies bear the brunt with their bottom lines being impacted.

APSA noted that it is becoming increasingly difficult for shippers to control costs as there is continued push of charges through the supply chain.

DPW noted that service levels of Stevedores has improved immensely in the last 15 years and the transport industry are now seen as customers and are treated accordingly. The increased investment in services has increased the costs of doing business.

Hutchison noted that vessel size has increased in the last 5 years and equipment has been purchased and enhanced to deal with these larger vessel sizes. This has put pressure on prices and made slots and time zones more competitive.

DPW concurred that customer demands on Stevedores for container arrival and departure has increased, and the provision of this comes with a cost.

PANSW noted that shipping lines were not in attendance, Vic Regina confirmed they were invited.

5.6 Empty Container Parks

5.6.1 DP World Logistics (DPWL)

DPWL reported following a meeting with key industry stakeholders changes were made in March by DPWL to the way slots were issued. Timeslots are now reserved in 3 hourly blocks and this has been somewhat successful to date. There has been a reduction in outside zone congestion and reduced queuing. There continues to be issues with drivers turning up without a booking where information has not been passed on correctly by transport allocators, in particular around re-directions. Communication across the network can be improved. Usage tends to taper off after 3 pm after which there is ample timeslot capacity.

Visa Global suggested that previously ECP capacity was provided to all users to assist with de-hire management and suggested that it may be of value for ECPs to report on capacity.

RFNSW agreed that insight into available capacity would be beneficial.

Members of the taskforce expressed disappointment at the underrepresentation of shipping lines and felt they should have fair representation at the table. Vic Regina advised invitations were sent to all parties, however a more focused approach will be made to ensure their representation is in the room.

HY Transport noted that the driver restriction regulations is causing issues with ability to access timeslots later in the day where drivers may have exceeded working hours.

DPWL confirmed they will accept re-directions within the 24 hour notice period however noted it is evident that this information is not being passed down to drivers in the same timeframe.

Vic Regina noted this will be reviewed as part of the project being conducted by Transport for NSW on Empty Parks.

5.6.2 ACFS

ACFS advised their new container park that has recently opened at Molineux point with capacity of about 2.5k and that Tyne ACFS had completed development works and was fully operational.

5.7 Bulk Liquid Terminals

Nothing to report.

5.8 Industry Peak Bodies

5.8.1 CBFCA

CBFCA advised they will share information in regards to the current reviews underway with their respective networks noting the benefits of these meetings in addressing industry issues; such as the impact the recent Easter and Anzac Public Holiday period, where only three working days over this period.

PANSW reiterated that empty container park capacity availability information would be of assistance.

ACFS noted that consideration on demurrage from shipping lines would be of value during these periods.

Trojan agreed that shipping lines need to be part of the discussion and there would be value in their attendance at the meetings.

ACTION: Invite shipping lines to attend PTLT

5.8.2 ALC

The ALC advised the election results mean a continuation to existing policy and progress, noting there is bipartisan activity in the delivery of infrastructure.

5.9 Information Technology

1-Stop provided an update on the major upgrade to the booking system underway, which is now complete. The TTT and manifesting time can be impacted where containers are PRA'ed at the last minute and this will need to be addressed if it continues.

Alliance Transport reported that the booking slot process has been delayed since the upgrade.

1-Stop noted that the problem was believed to have been identified and rectified but it has occurred again, and will be followed up.

ALC commented on the drive from Government for relevant and timely data, and is a key for the success of Government to make effective decisions.

Vic Regina agreed that data quality for the freight industry was important and advised a newly recruited person is now responsible for looking at data quality and the ability to access this data, to make decisions in regard to change.

HY Transport requested that Hutchison and Patrick review the charges on export slot drops and see if they can be waived under certain conditions.

Hutchison suggested it was unlikely but would review.

Patrick will review.

6. OTHER BUSINESS

Megan Bedingfield advised of the NSW Ports Traffic Management Review project due to commence. Consultants have been engaged to look at the Port Botany precinct area and traffic flows. The review aligns with a resurfacing construction project, and will include a review of accessibility into operating sites, signage and lighting. Consultation work will start next week and the taskforce members were asked for their participation if they were approached about this project. Contact Megan Bedingfield if there is anything to discuss.

Carsten Varming provided an overview of the NSW Ports Resurfacing construction project. The project plan includes the resurfacing of Simlist Rd and part of Friendship Rd. NSW Ports are in final talks with the contractor and are planning for work to start on 1 July. There will be a single lane through for traffic, and there is still a need to work out truck marshalling during this period. The total onsite work is expected to take 3 months.

PANSW suggested that a Co-Chair attend the next SAL meeting to talk about the PTLT with the aim of encouraging the major shipping lines to attend. The dates for the next meeting will be sent and further discussion will be had.

ACTION: Co-chair of the PTLT to attend next SAL meeting to encourage shipping line participation

The initial feedback from the inaugural PTLT meeting was that it was worthwhile and the meeting had been successful. Additional work will be undertaken to encourage stronger attendance at the next meeting, and encourage members to provide agenda items for discussion prior to the meeting. The members of the taskforce were thanked for their attendance.

ACTION: Participants are encouraged to provide agenda items for discussion or relevant presentations for future PTLT

7. NEXT MEETING

The date of the next meeting is to be advised.

8. MEETING CLOSE

The meeting was closed at 11.38 am.