

NSW Ports Cargo Facilitation Committee

A large, irregular collage of various images related to ports, cargo, and shipping. The collage includes numerous small photographs of port infrastructure, cargo handling equipment like cranes and forklifts, stacks of shipping containers, and views of ships and harbors. Some images show specific equipment like yellow gantry cranes and red container stacks. Other images show broader views of port facilities, including roads, parking lots, and waterfront areas. The collage is composed of many small, rectangular images of varying sizes, some of which are solid colors (yellow, orange, green, blue, red) interspersed with the photographs. The overall theme is port operations and cargo facilitation.

**Minutes of a Meeting of the
NSW PORTS CARGO FACILITATION COMMITTEE
(No. 6/2013)
Lakes Business Park
Conference Centre
Wednesday, 14 August, 2013
(11:00-12:18Hrs)**

PRESENT:

Mr Steve Gunn	Chairman
Mr Jo Jo Pangan	Australian Customs and Border Protection Service
Mr Mario Ribarich	Australian Customs and Border Protection Service (Patrick)
Mrs Jodie Broadbent	Australian Trucking Association NSW (ATA NSW)
Mr Greg Lawson	Australian Trucking Association NSW (ATA NSW)
Mr Stephen Ironside	Hutchison Port Holdings (HPH)
Mr Andrew Karas	Shipping Australia Limited
Ms Cam Tran	1-Stop
Mr Mark Leach	RMS
Ms Hana Hamdan	Department of Agriculture, Fisheries and Forestry (DAFF)
	Biosecurity
Ms Kirsty Blair	Department of Agriculture, Fisheries and Forestry (DAFF)
	Biosecurity
Mr Claude Varnier	Patrick - Empty Container Parks Representative
Mr Hart Krtschil	Industry Working Group on Quarantine (IWGQ)
Mr Craig McKay	Rail Representative – QUBE Logistics
Mr Neil Truskett	Patrick Terminals
Mr Micah Clark	PBLIS - Sydney Ports
Mr Jason McGregor	NSW Ports
Mr Adem Long	NSW Ports
Mr Shane Hobday	NSW Ports
Mrs Sandra Spate	Minute taker

APOLOGIES AND MEMBERSHIP

Apologies were received from:

Mr Michael Moylan	Australian Trucking Association NSW (ATA NSW)
Mr Steve Jones	Hutchison Port Holdings (HPH)
Mr Allan Flynn	Hutchison Port Holdings (HPH)
Ms Trish Grunert	RMS
Mr Michael Bouari	1-Stop
Ms Jessica Malnersic	Transport Workers Union – TWU
Mr Tony Nikro	CBFCA
Mr David Scott	CBFCA

2. CONFIRMATION OF PREVIOUS MINUTES

- Steve Gunn as chairman of the new committee explained that this is the inaugural meeting of the committee under the stewardship of NSW Ports and so there would be no confirmation of the minutes from the previous meeting.
- Adem introduced Sandra who has been engaged to take minutes for these meetings.

3. MATTERS ARISING FROM THE MINUTES

Business Continuity Plan

- Adem L reported that NSW Ports has received the draft plan and still converting it from the Sydney Ports plan and working out details around emergency services.
- Shane noted details such as accessing the Patrick side of port in the event of issues with the grade separation such as a truck overturn.
- Hart K suggested the Cargo Facilitation Committee needs to take into consideration Customs and DAFF Business Continuity Plans.

Height Sensors

- At previous meetings there was a request that consideration be given to adding height sensors to each terminal.
- RMS has spoken with the three terminal operators. Patricks and Hutchison are considering the request for height sensors. DP World has suggested it is an RMS responsibility.
- Adem reported NSW Ports has been informed that the committee for over height trucks, which hasn't met for some time is now being reconvened.

Super B Review

- Adem reported that there is provisional approval out of DP World into Patrick Port Logistics but final endorsement is pending equipment approval from PBS.
- A port precinct cost benefit analysis is being developed by TfNSW, which both Steve Gunn and Adem Long are involved with. First draft was not positive; currently a review is in place on all figures used in the economic analysis.
- Steve G noted that there is an expectation that the cost benefit ratio for the greater port precinct is expected to be a positive of about 1. Priority is usually given to cost benefits of > 2 . A road paving upgrade would cost around \$19.5 million for two

sections of road, one from Hutchisons on Foreshore Rd to the intersection with Botany Road, then on to Bumborah Pt Rd.

4. ITEMS FOR DISCUSSION

A. Port Position

- Steve G reported that as Sydney Ports covers Sydney Harbour PBLIS will be moving to Transport for NSW by July 1 next year. There will be no changes for those dealing with PBLIS.
- Adem confirmed that Port Botany throughput figures are on the NSW Ports website – <http://www.nswportsbotany.com.au/trade/trade-results/>
- Jason reported 2,126,180TEUs through Port Botany in the last financial year, which was a 4.4% increase on last year. Figures for July are 177,000TEUs up 7,000 on July last year. Overall volume is holding, with imports going well while exports are a little flat.
- Steve I reported that Enfield will open in the second quarter of 2014. The new terminal at Port Botany is on track to open for operations in October this year, and rail in February. Quay cranes arrived overnight.
- Adem reported photos of the new Quay cranes will be on the NSW Ports website.
- Steve G asked if operations start in October what are the truck booking processes
- Steve I will inform members in due course.

B. NSW Ports Update

- Adem reported that NSW Ports' two main focuses going forward are rail and empty containers.
- The NSW Ports Strategy will come out later this year.

C. Department of Agriculture, Forestry & Fisheries (DAFF) Biosecurity

- Hana reported a focus on improving productivity and efficiency with changes at the depot in fresh produce inspection to improve consistency. Inspections are largely being done by appointments.
- Hart raised concerns with DAFF finishing inspections at 15.30hrs and being unavailable for rural inspections. He suggested this is not in line with the original agreement which was for DAFF to provide cover at national Ports from 6am to 6pm. He suggested it is not for DAFF to unilaterally decide to stop at 15.30. The idea was to have a shift start at 6.00 and another at 9.30 and avoid overtime.

- Kirsty replied that at the one depot being referred to which provides tail gate inspections DAFF has provided extra staff and resources for 3 hours extra each afternoon with little work to do. They have met with stakeholders to determine if there is anything to support the continued late operation. DAFF is committed to provide resources if the demand is there and can provide resources, if given advance notification.
- Hart Krtschil indicated that he would refer the matter of DAFF provision of resourcing at depots during core business hours to the Canberra program.
- Adem L asked that Claude V and Craig M discuss with the respective depots what, if any, impact this has caused. Adem L will discuss with ACFS and WSI.
- Kirsty reported that it is being investigated whether CAL boxes (formerly GAS boxes) can be moved off wharf to other depots in the Port precinct for inspection, instead of inspecting on wharf. It has been endorsed by the Cargo Managers Board pending a risk assessment. They can still be inspected on wharf. If endorsed by the national board in October the first phase would be to trial movements for empty boxes.
- Hart noted this was initiated by the national terminal working group in 2008.

D. Australian Customs and Border Protection Service (ACBPS)

- There was nothing to report

E. Industrial Issues

- There were no issues

F. Road Transport

- Micah reported a shutdown on Monday of the two terminals for two hours due to wind.
- Average truck turnaround time is 23.21 minutes with 14% of trucks on weekends. Carrier performance is 97.97% were on time in July, but 400 trucks were late and 250 trucks did not turn up along with over 700 listed slots wasted.
- 4,958 trucks used the TMA with around 200 a day. 60,000 have used the TMA since it opened. As volumes pick up opening the TMA at weekends will be investigated.
- Adem reported that weather events on Monday caused a queue at Qube (Sydney Haulage) on Botany Road which extended west over the top of the overbridge. Several parts of industry complained about these issues, but it is brought on by carriers arriving early at the ECP's and with the Terminal's shut down, this was exaggerated as transport companies took the opportunity to dehire empty

containers. On Monday 30% were early on their bookings with a majority of these substantially early.

- Jodie reported feedback from their members that shipping lines wouldn't redirect containers to other parks which would have been helpful. Andrew K stated he could not advise what other Lines did, but he knows MSC had redirected to MCS, and were still redirecting. Andrew K also stated that in some cases containers need to be dehiired into specific ECP's for exports, rail and repo.
- Cam reported that the 1 Stop VBS is being upgraded. Sydney rollout should be Saturday week (August 24). Once confirmation is given, people should go to the website to preview. Brisbane and Fremantle have gone live and this went well.

G. Rail Transport

- Craig reported that rail volume is relatively steady. One issue is becoming the overflow of overweight containers which Qube are currently taking off at Sydney Haulage. These boxes then have to move by Road, but there can be issues with weight. Super B Mass Limit increases (see earlier) would assist this.
- Steve G reported that while the rail modal share has increased 0.1 % from 14.1% to 14.2% of freight over the last 12 months the total volume of freight by rail has increased by over 6%. Rail continues to go well. Improvement is in part as a result of the merger between the independent rail group and QUBE increasing efficiencies.
- Craig reported one change as the repositioning of empties by rail rather than truck prior to moving to appropriate container parks.
- Steve G noted differences in measuring rail freight in Sydney compared to other ports. At Port Botany it is classed as any rail movements in and out of the Port stevedore Terminals and doesn't count movements in and out of Sydney Haulage and Cooks River. When these are included in aggregated figures this can be more accurately compared to other ports. For illustration, measuring on this basis would have Port Botany's rail modal share at approximately 21%.
- Hart noted a future increase in the use of containers for grain products is expected.
- Steve G suggested the Minister's announcements that (B triples) HPV's from Narrabri to Goondawindi will go out through Brisbane rather than Sydney and may potentially impact rail operators. Jodie B has also had feedback that operators were not going to take this up ASAP, as it was all under IAP and they felt it was too arduous.

H. Empty Container Parks (ECPs)

- Claude reported that they are comfortably within capacity at 55% to 60%. QUBE reports they are experiencing queues with transport operators coming outside windows and not booked in.
- Adem and Claude stressed advantages of booking as early as possible as operators are better able to plan labour and forklifts if they know expected volumes. Queues arise when a number of trucks arrive early.
- Greg noted a lot of variables for carriers and problems of container parks can get pushed onto carriers e.g. trying to meet a requirement of 'a container on each truck'. It is a matter of efficiency for carriers. What are they to do if they have an empty container? It is not efficient to leave it and come back the next day.
- There was some discussion about the need to find a balance between different sectors, with some flexibility but not random arrivals.
- Steve G reported a working group was convened two months ago with transport operators and container parks which had a presentation on booking behaviours. There is an intention to establish a working group to meet on off months to the CFC to consider issues for empty container parks and transport operators. He suggested September for this meeting.

I. Dangerous Goods

- Jodie drew attention to a new Australian Dangerous Goods Code under review with comments due by September 2. The new code recognises the difference in classification of dangerous goods when moving by ship, air, road or rail. It is on the National Transport Commission website.
- Adem noted discrepancies between ports red line time for dangerous goods pick ups for different ports. It is 12 hours in Sydney from when a container is landed at the terminal, and 72 hours in Brisbane from when the vessel carrying the hazardous is berthed
- Greg said carriers would like clearer structure around this, particularly around the timing that a carrier must evacuate the container from the terminal.
- Andrew noted that shipping lines report hazardous containers to the Port Authority days in advance and transport companies and terminals need to liaise around this.

5. OTHER BUSINESS

Rickey St night time closure

- Mark L reported that an email sent earlier this month advised the Rickety St bridge will be closed for roadwork's had incorrectly left out, that these works would be between 10pm and 5am.
- Due to some issues with the notice previously sent the closure may be delayed to start on September 1st or 8th.
- Four piers need to be replaced with a minimum of 5 nights work on each pier. The bridge may be closed for up to two months from 10pm to 5am. There will be alternate routes and information will be put onto 1-Stop. Jodie asked whether alternate routes are suitable for over height vehicles. Mark L said RMS was working through this.
- Affected combinations are the older model trailers and older model Sideloaders, with High Cubes on over 4.6m as the alternative route could not handle anything over this height.

Road Safety Remuneration Tribunal

- Jodie informed the meeting on the Road Safety Remuneration Tribunal proceedings which has the potential to impact the supply chain.
- Concerns are that the TWU have objected to penalties at Distribution Centres around time slotting, arriving early or late and want to be paid for waiting. This could have the unintended consequence of potentially applying to Port operations.
- She suggested the proceedings be watched as they may impact on the productivity of the port. As it is a federal tribunal it will override State law.
- Jodie will forward the link to Adem to distribute to CFC members.

6. COMMITTEE MEMBERS – Required Actions by next meeting

- Jodie to forward the link to the Road Safety Remuneration Tribunal to Adem for distribution to CFC members.

7. NEXT MEETING

The meeting closed at 12.18pm. The next meeting will be in two months (October 9th).