

NSW Ports Cargo Facilitation Committee



NSW Ports

**FINAL DRAFT Minutes of a Meeting of the
NSW PORTS CARGO FACILITATION COMMITTEE
(No. 8/2013)
Lakes Business Park
Conference Centre
Wednesday, 11 December, 2013
(11:00-12:30Hrs)**

PRESENT:

Mr Adem Long	NSW Ports (Chairman)
Mr Hart Krtschil	Australian Industry Working Group on Biosecurity (AIWGB)
Mr Andrew Bailey	Australian Customs and Border Protection Service
Mrs Jodie Broadbent	Australian Trucking Association NSW (ATA NSW)
Mr Greg Lawson	Australian Trucking Association NSW (ATA NSW)
Mr Michael Bloom	Intermodal Operator Representative (MCS)
Mr Andrew Waterworth	Australian Federation of International Forwarders (AFIF) Ltd
Mr David Scott	CBFCA
Mr Tony Nikro	CBFCA
Mr Micah Clark	Sydney Ports Corporation PBLIS
Mr Jonathon Lafforgue	DP World
Ms Kirsty Blair	Department of Agriculture
Mr Wayne Burcher	Department of Agriculture
Mr Craig McKay	Rail Operations Representative (Qube Logistics)
Mr Richard Pollock	Patrick Terminals
Mrs Sandra Spate	Minute taker

APOLOGIES AND MEMBERSHIP

Apologies were received from:

Mr Michael Moylan	Australian Trucking Association NSW (ATA NSW)
Mr Steve Gunn	Sydney Ports Corporation PBLIS
Mr Ian Ross	DP World
Mr Stephen Ironside	Hutchison Port Holdings (HPH)
Mr Allan Flynn	Hutchison Port Holdings (HPH)
Mr Paul Endicott	RMS
Mr Claude Varnier	Empty Container Parks Representative (Patrick Logistics)
Mr Greg Winstanley	Patrick Terminals

Jodie B reported that Michael Moylan has resigned from the container subcommittee of the ATA NSW for health reasons and Greg Lawson has been elected as the Chairperson of the container subcommittee.

2. CONFIRMATION OF PREVIOUS MINUTES

The minutes from October meeting were accepted.

3. MATTERS ARISING FROM THE MINUTES

Height Sensors

- Adem L reported a committee has been set up with RMS including all three terminal operators, tunnel operators, building and construction industry representatives, PBLIS and NSW Ports. Patrick will be installing height sensors but are yet to determine how detailed these will be.
- Adem L advised RMS is to issue a press release this week covering some of the short term gains achieved within the Container Section of the Committee (PBLIS, NSW Ports, Patrick, DPW and Hutchison).
- Hart K noted the discussion has been going on for 36 months and suggested provision needs to be made for trucks with a consistent height such as container trucks, otherwise 50% of trucks won't be able to make the left hand turn to port. Despite there having been meetings with RMS Hart K felt this message isn't getting through. Hart K suggested this committee should take a specific position as it will affect the ability of trucks to meet time slots. Hart K suggest container trucks will have to detour from the main roads and asked if there are statistics on how many trucks have impacted the tunnel in the last 10 years?
- Adem L noted this point has been made and suggested the CFC needs to understand and agree on the estimated numbers.

Super Bs

- Adem L advised members there is now approval for 109 tonnes at the DPW side of Brotherson Dock. This means that all three Super B operators – QUBE, ACFS and Patrick will be able to move containers in and out of DPW at 109 tonnes.
- Adem L advised NSW Ports is awaiting the official letter from the RMS confirming this. Note letter received 12 December 2013.

- All operators under the present Super B Scheme have been notified and have lodged for equipment approval with PBS/RMS.
- Adem L advised As earlier noted, the Patrick / SICTL side of the port precinct is covered under a cost benefit analysis. This has been reviewed and because of the infrastructure upgrades required, will be a slower process. The CBA however is positive.

Road Safety Remuneration Tribunal (RSRT)

- Jodie B advised the RSRT is currently being reviewed by the new federal Government.
- Further to above, please note the Australian Logistics Council January 2014 submission to the federal Government on the RSRT, for members information only:

<http://austlogistics.com.au/wp-content/uploads/2014/01/ALC-Submission-on-the-Road-Safety-Remuneration-System-January-2014.pdf>

4. ITEMS FOR DISCUSSION

a. Port Update

- Adem L reported four vessels so far have come into Hutchison's SICTL terminal, three of which were island vessels. All has gone well.
- Adem L advised a trade report on yearly figures has just been released by NSW Ports. [NSW Ports 2012/13 Trade Report](#)

b. Department of Agriculture

- Kirsty B introduced Wayne Burcher to members. Mr Burcher is replacing Hana Hamdan, and has taken on the director's role for cargo and inspections.
- Wayne B reported that starting at a zero budget will affect staffing levels in NSW with 220 FTE positions nationally to be lost. This may impact on service to Ports, but the department is looking at ways to continue to provide the services. The Department of Agriculture has received good support from industry.
- Kirsty B paid tribute to Hutchison's efforts to engage with the Department of Agriculture, particularly for high risk ships coming into the new SICTL facility.
- Kirsty B advised a new document, [Standards for Sea Freight Containers Stands](#) is on the department website for industry consultation.
- Hart K reported on discussions with David Ironside (DoA) on rural tailgate inspections. Issues were raised by the national industry consultative committee

around the Department of Agriculture's centralisation of activities. There was an action item from the group that containers from a risk area should be able to be picked up 24/7 and sent to central area for any type of inspection, including tailgate. The Port operates 24/7 and this needs to be recognised.

- Kirsty B reported that the Department of Agriculture is working through an interim system to make tailgate inspections available via a booked system on request. Staff were previously stationed at Patrick with the service required sometimes but often not. This option allocates resources as required. Consultation with industry will continue.

c. Australian Customs and Border Protection Service (ACBPS)

- Andrew B reported on the ACBPS reform programme and legislative changes. The reform programme in response to increased passengers by sea and air with includes increased staff in front line roles in at risk borders. Customs are developing strategies to deal with risks and innovative ways of inspecting cargo. The reform will be over several years. Andrew B referred CFC members to the CEO's speech on the ACBPS website.
- Andrew B advised Legislative changes came in on 28 November 2013 as an amendment to the Customs Act, introducing statutory obligations on CTOs and cargo handlers. The relevant reference is ACN 2013/62. Andrew B provided a range of fact sheets (attach link). A requirement will be to record the name, time of entry, time of exit, and ID of people entering the Port area and to keep a record.
- Adem L, Greg L and Jodie B all suggested the MSIC card should cover these requirements.
- Andrew B noted there needs to be a system for verifying whether the correct person is using the card. He will look at Port Botany in the coming period to determine whether current systems meet requirements. Each Section 15 wharf location will be looked at. By February 2014 each CTO and cargo handler will need to say how they will implement changes and time will then be given to make adjustments. There will be standardised record keeping obligations. Records will be kept for 5 years.
- Andrew B advised there are updates to depot or warehouse licensing with an obligation for cargo handlers to notify Customs within 90 days, if there has been a failed MSIC or ASIC application in the last 10 years, and 30 days if an individual applies for and fails.
- Hart K and Jodie B emphasised that it is important that requirements are known to all. Jodie B suggested that MSIC and ASIC card failures should be automatically passed on to Customs.

Below are all the links provided to the Committee from Andrew Bailey:

- ACBPN 2013/62 outlines the changes and provides a link to relevant fact sheets:

<http://www.customs.gov.au/webdata/resources/files/ACBPN201362.pdf>

- The key obligations on CTO's and cargo handlers are outlined in the factsheets that can be accessed via the links below:

<http://www.customs.gov.au/webdata/resources/files/Factsheet-TheIntroductionofnewstatutoryobligationsonCTOsandCargoHandlersv0.9.pdf>

<http://www.customs.gov.au/webdata/resources/files/Factsheet-StatutoryObligationsCTOandCargoHandler.pdf>

- Under Section 102C of the Customs Act the cargo terminal operator of a cargo terminal must give notification to Customs of the cargo terminal. The approved form is the B1239 form and can be accessed via the link below:

<http://www.customs.gov.au/webdata/resources/files/B1239October2013-CargoTerminalOperatorRegistrationTypable.pdf>

In NSW Andrew Bailey's staff will be managing the implementation of these new obligations. Any enquiries can be directed to me that deal with specific regional issues. Any issues related to the policy of these changes should be directed to compliance1@customs.gov.au

d. Road Transport

- Jodie B reported feedback regarding the ability of 4.6m trucks to travel the Airport Road route looks positive. CASA is working with SACL to resolve issues of raising the height of lights and the issue of mobile obstacles owned by SACL.
- Jodie B reported an issue with permits for oversized/over mass trucks. Stating there has been feedback that permits are not being processed in a timely manner, with carriers reportedly losing work. ATA NSW is in discussions with RMS. Adem L asked whether permits continue to be issued by RMS or the NHVR. Jodie replied all will be through NHVR which will liaise with RMS to get permits approved. There are also issues around timing of RMS and councils approving permits.
- Micah C reported an average TTT across Patrick and DP World for November of 27.5 minutes, reporting inefficiency with slots being booked and changed with 75% of slots listed. Weekend take ups have improved with Patrick 16% and DP World 20%.

- Greg L asked whether figures are available on slot listings swapped or put back due to receiver or availability changes to get a more accurate picture.
- Jonathon L reported DP World's data for company booking slots over 12 months showed a huge difference between carriers, with some throwing back 100% and some 20%.
- Greg L advised he doesn't believe his business (J J Lawson) is involved as they plan work based on what blocks they have booked. Feedback from carriers is that they can't get enough slots. If carriers are booking slots and putting them back, Greg L suggested they need to be targeted as most small carriers can't get the slots they need.
- Jodie B asked how many trucks come to Port each day, as RMS suggests 1,700. Micah C noted there are ~3,000 trips, but this doesn't include construction vehicles and bulk liquids trucks.

e. Rail Transport

- Craig Mc reported no growth in rural figures for Qube.
- Metro shuttles have grown over the last month but have been unpredictable. Regarding possessions (agencies such as ARTC and RailCorp taking possession of the track) Qube is in a better position to take containers in.
- Possessions are not impacting, as they can book for rail in advance to take freight to the rail terminal.

f. Intermodal

- Adem L noted Enfield is on line mid next year followed by Moorebank. Predictions are that seven intermodal will be needed in Sydney.
- Adem L outlined the importance of Intermodal to the NSW Supply Chain – at present Enfield ILC is near completion, with Moorebank following. Both Qube and MCS operate Intermodals within the network and both are growing in volume.
- Adem L has asked Michael Bloom from MCS, an integrated Road/Rail Intermodal operator to update the Committee on Intermodal issues
- Adem L also commented that he felt it important for Michael to update the committee on recent new services offering within the MCS business, that relate to the overall rail and intermodal supply chain.

- Michael B updated the Committee on the new Sydney Flyer that has had two tests runs so far.
- The Flyer will be running into each Terminal each day and will focus on clearing containers into Cooks River Intermodal, for various customers.
- The service could also help regional's who may encounter issues into Port Botany on rail and/or Empty distribution.
- The key to this service it to increase the possibility of triangulation of containers.
- The new CEO of NSW Ports, Stephen Cleary has prioritised rail. A taskforce is being developed to look at rail needs for 20+ years time and looking at best use of land.
- Greg L asked if MSC would increase hours of operation. Mike B replied anyone who rings will get serviced. What they are seeing from rural customers is sites coming back on line using independents.

g. Empty Container Parks (ECPs)

- Adem L read statics provided by Claude V. Capacity is up to 70% overall.
- Newly released Qube Port Botany slot booking statistics for November are
 - 15,300 bookings
 - 37% (5,585) of arrivals were early
 - 47% (7,223) on time
 - 10% (1,490) late
 - 6% (1,002) cancelled.
- December so far:
 - 5,627 bookings
 - 36%(2,012) were early
 - 49% (2,738) on time
 - 8% (444) late
 - 7% (433) cancelled.
- Figures from Qube to the ECP meeting last month was that on average 50% of the arrivals are earlier than the booking, some more than 4 hrs.
- That meeting wanted to convey that ECPs are not geared up for trucks to turn up at the gate unbooked. There was discussion about the potential to turn away trucks which arrive early. The ECP Committee will write to the top five offending companies.

An example is that for one large carrier of the 257 notifications in December, 172 have arrived early.

- Adem L stated it was unreasonable to expect ECPs to sit with forklifts on standby for early arrivals.
- Greg L suggested that the negative outcome is that carriers are forced to double handle or queue elsewhere such as warehouses or miss the slot at the terminal. Or single trucks could be used for one job and use outside yards as hubs, but the solution needs to be well thought out.
- Adem L noted the other solution being discussed, is to regulate the ECP operations under PBLIS, similar to terminals. There have been calls for this from some carriers but there needs to be a clear understanding of what this will mean.

5. REPORTS BY COMMITTEE MEMBERS

- Members had nothing additional to report.

6. OTHER BUSINESS

a. Presentation from Patricks Terminal - Update on Construction activity

- The presentation from Patrick is attached to the minutes.
- Craig Mc asked whether there would be rail shut downs at Patrick. Richard P replied that during the 6-8 weeks for construction of the rail line Patrick would work with Hutchison to ensure rail will still come into the Port precinct. No impacts are expected on other operators.
- David S asked whether there would be AutoStrad™ for the whole terminal or just the knuckle. Richard P advised they would be for the whole terminal and that there would be a 2 day shutdown of the terminal for the transition.

7. COMMITTEE MEMBERS – Required Actions by next meeting

- Adem L to organise a thank you letter to Michael Moylan.

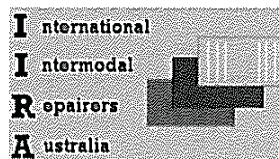
- Provide the link to the Department of Agriculture Standards for Sea Freight Containers in the minutes.
- Include in the minutes the link to fact sheets on Customs legislative changes.
- Attach the Patrick presentation to the minutes.
- Adem L to prepare an Issues Paper in regards to ECP Operations and the impact if, they are legislated.

8. NEXT MEETING

- 12 February 2014

SYDNEY - Empty Container Storage

IIRA OPERATIONAL CAPACITY SURVEY 10.12.2013



PARK	CAPACITY (TEU)	Holding 20'	Holding 40'	HOLDING (TEU)	
MCS Banksmeadow	3500	323	1014	2351	67.2%
MCS Rail	15000	4452	2976	10404	69.4%
Patrick Port Botany	3000	507	865	2237	74.6%
QUBE Sydney Haulage	9000	4801	1428	7657	85.1%
TYNES	10500	2622	2902	8426	80.2%
TYNE / ACFS	4000	510	629	1768	44.2%
TYNE PUNCHBOWL	2000	556	491	1538	76.9%
WESTERN	3200	1249	739	2727	85.2%
MT Movements (Mol Pt.)	2400	185	402	989	41.2%
Patrick Botany Link 2400	2000	53	610	1273	63.7%
QUBE Link	3000	0	595	1190	39.7%
TOTAL ACTUAL		15258	12651		
TOTAL TEU	57600	15258	25302	40560	
AVAILABLE				17040	
CAPACITY				70.4%	
% of Total Actual		54.67%	45.33%		
% of Total TEU		37.62%	62.38%		