



**FINAL Minutes of a Meeting of the  
NSW PORTS CARGO FACILITATION COMMITTEE  
(No. 1/2015)**

**SICTL Terminal Training Room, Sirius Road, Port Botany  
Wednesday, 12 February, 2015  
(11:00-12:00Hrs)**

**PRESENT:**

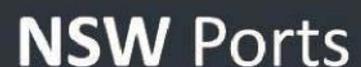
Mr Adem Long	NSW Ports (Chair)
Mr Steve Gunn	Transport for NSW
Mr Nicholas Tsiorvas	Transport for NSW
Mr Hart Krtschil	Australian Industry Working Group on Biosecurity (AIWGB)
Mr Nathan Aplitt	Australian Customs and Border Protection Service
Ms Emily Hay	Australian Customs and Border Protection Service
Mr John Preston	ATA NSW Container Sub Committee
Mr Paul Downey	ATA NSW Container Sub Committee
Mr Greg Baldock	SICTL
Mr Stephen Ironside	Hutchison Ports Australia
Mr Brad Ellem	Patrick Logistics
Mr Greg Winstanley	DP World
Mr Ben Hanley	DP World
Mr John Karamanis	Maritime Container Services (MSC)
Mr Garry Douglas	1-Stop
Mr Tyron Rota	1-Stop
Mr Christopher Hanlan	RMS
Mr Craig McKay	Rail Operations Representative
Mr Stuart McFarlane	Australian Federation of International Forwarders (AFIF) Ltd
Mr John Donnell	Transport for NSW
Mrs Sandra Spate	Minute taker

**APOLOGIES AND MEMBERSHIP**

Apologies were received from:

Ms Sue Tomic	Maritime Container Services (MCS)
Mr Andrew Karas	Shipping Australia Limited
Mr David Scott	CBFCA
Ms Megan White	CBFCA
Mr Keith Glass	SICTL

**2. CONFIRMATION OF PREVIOUS MINUTES**



NSW Ports

- Minutes from the December 2014 meeting were accepted.

### **3. MATTERS ARISING FROM THE MINUTES**

- A representative from NSW DPI Ned the name as not noted as an attendee reported that the department was confident the fire ant nest had been destroyed with the first round of spraying within 500 metres of the detection area. There will be intensive surveillance in June and July with cooler weather relevance to surveillance?. Vigilance will continue and the Department will continue to work with companies and organisations in the control area to facilitate movements.

#### **Susan R to reply on how quarantine orders are applied and who enforces them.**

No reply has been received.

#### **Shane H to circulate electronic information on Fire Ant identification**

This was sent out.

#### **John K to talk to Banksmeadow re the issue of ability to cancel slots.**

John K provided a response which was circulated.

#### **Adem L to distribute to the industry the opening times of ECPs over Christmas.**

This was distributed.

### **4. ITEMS FOR DISCUSSION**

#### **a. NSW Port Update**

- Adem L noted statistics are on the NSW Ports website.
- A pending noise issue involves rail alarm speakers at Patrick. They have now reduced this by half and reduced decibels by 40Db, facing speakers towards the terminal rather than Botany.
- The EPA is meeting with Patrick today. relevance
- NSW Ports will work with all the Rail tenants to look at reducing or eliminating the need for Rail Alarms.

- SICTL have since provided advice that all of their 'alarms' within the Terminal are noise modified (quakers etc)

#### **b. CMCCs/ TfNSW Update**

- Steve G reported TTTs across all terminals trending down with the average of under 25 minutes, a good figure considering ongoing work at Patrick.
- Rail volumes are continuing to grow. The annual figure doesn't look good due to the Patrick closure but volumes have grown to 15% of total port container volumes since reopening and continue to grow.

#### **c. Department of Agriculture**

- There was no representative present.

#### **d. Australian Customs and Border Protection Service (ACBPS)**

- Emily H said there was little to report. Customs had recently closed a licensed warehouse due to non-compliance with Customs requirements. Customs will continue normal checking and processes.

#### **e. Road Transport**

- John P asked when slots at Patrick will be reviewed. Steve G replied there are still 42. Patrick are currently completing their last grids. The current exemption is till the end of February and it will be reviewed then.
- Paul D (Trojan Transport) reported no complaints.

#### **f. Rail Transport**

- There were generally no issues to report.

#### **g. Intermodal**

- Adem L noted MIC will be reporting on plans for Moorebank soon.
- Greg W reported that DP World have just obtained rights to an area along Canal Road.
- Hutchison reported that Enfield ILC is scheduled to open Q2 2015.

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

- Adem L reported on a meeting before Christmas of representatives from Empty Container Parks (ECP's), Carriers and Container Chain (CC) which initially was called, to investigate queuing.

- Interestingly, the main issue to emerge was redirections. In December there were 225 redirections in Port Botany. There are examples of trucks being redirected while on route or in a queue and being knocked back.
- NSW Ports are trying to introduce initiatives with ECP's and CC allowing carriers to change bookings, move to another slot or change status. There is also a redirection system within CC, which is not utilized by the Parks.
- NSW Ports is asking that regardless of the time of a redirection it doesn't go live till the following morning. NSW Ports understands there are operational reasons for redirections but is seeking support from the ECP's and Shipping Lines to introduce these measures.
- John P noted that as carriers have agreement with CC not the ECP's and the dispute resolution process therefore must go through CC. Carriers are paying twice for the same spot and "getting nowhere with CC" regarding dispute resolution.
- Conditions state they must cancel within 2 hours but most book spots within 2 hours. Carriers drive away with an empty container paying twice.
- Adem L asked whether VBS bookings are done in the terminals. Greg W replied that stevedores book through 1-Stop.
- Stephen I asked who is charged for this. John P replied they charge the client. But they haven't got a dispute with the client. If they arrive at Qube at 8.00 and are redirected at 8.05 the legal handover document is with Qube. Carriers are asking that any redirection comes into effect the day after publication.
- 225 redirections in December 2014 meant thousands of containers were affected.
- Adem L reported other issues around traffic lights and queuing. For example, the left hand turn out of Sydney Haulage is 7 seconds which allows one truck through and in most cases, if it is a B-Double the A-Trailer is on the red arrow. RMS Operations reviewing the sequencing of this particular light.

## 5. REPORTS BY COMMITTEE MEMBERS

- Hart K reported on emergency issues introduced by the Department of Agriculture in late 2014 related to the Brown Marmorated Stink Bug. Measures up to 22<sup>nd</sup> Feb involve on board inspections on Break bulk vessels of high risk cargo from Savannah, Baltimore and prescribed off shore treatment. From 23<sup>rd</sup> Feb off shore treatment will apply to cargo from all east coast ports of the USA and from 9<sup>th</sup> March this will apply to cargo from all of the USA.

- Documentation confirming pre-shipment treatment will be required before vessels can discharge. This will impact on all parts of the supply chain and NZ which has stricter systems in place .
- Hart suggests CFC members stay abreast as discharge may not be allowed where no treatment facilities exist at wharves. Measures are associated with importation of vehicles, tyres, machinery and automotive parts shipped from the east coast of the USA, but may be extended to other commodities such as personal effects.
- Adem L will attach electronic copies of documents from the Department of Agriculture on the Brown Marmorated Stink Bug to the minutes. **Completed**
- Hart K reported an industry group has been established to look at a scheme to align sea container hygiene with New Zealand onshore monitoring. This may impact on availability and inspection requirements of containers at discharge ports.
- Brad E reported Patricks discharging Reefers for 5 to 6 weeks at 60 or 70 a week.
- John K reported the Sydney Flyer continues to run two services per week. Discussions have commenced regarding a service with Patricks.
- Stephen I asked whether the major increase in rail is from 14 to 15%. Steve G noted that on a volume basis this is quite a large increase.
- Paul D asked whether they could get earlier notification of stack runs out of empty parks as they are finding out 5 minutes beforehand. Steve G noted Qube and MCS have been asked to, but they more often have a stack run than not. Brad E reported Patrick has added a stack run lane so carriers shouldn't be affected. This has also been raised in the recent meetings with Carriers and ECP's – Adem L to follow up.
- Greg B reported Block 4 at SICTL is being energised this weekend and it is hoped will operate by the end of April. Block 5 is due for operation in May and Block 6 by 2017.
- Chris H reported on continuing work on chain of responsibility enforcements, and meetings will be held with customs brokers / service providers over coming months to develop additional materials tailored to specific sectors. The NTC is conducting a national review of chain of responsibility which will be less chapter specific and relate more to general duties. They are considering adding road worthiness requirements to off road parties. A Heavy Vehicle Inspection Manual has been released indicating what RMS looks for when a heavy vehicle is stopped. This is on the RMS website.

- Adem L asked whether RMS had received good feedback from AFIF and CBFCA Chris H replied they have been receptive. They might still be responsible even if they don't deal directly with trucks.
- Hart K noted that commercial parties are still part of supply chain regarding container weights. The point is how valid is the information provided by commercial parties such as exporters? Currently a lot of information is obtained from clearances performed by a commercially interested party and is currently based on invoices. It would be good to have independent verification of container weights. Independently verified documents should be accepted as being correct. If they had uncertified documents they would be in a higher monitoring position. He noted that some initiatives were under consideration in the biosecurity area. Regarding packing containers a lot are not packed in accordance with standards here.
- Chris H is aware not a lot is done here. The port authority in Los Angeles is looking at container weights pre boarding. The international reach of RMS is limited.
- Steve G noted weight enforcement shows more often uneven loading of containers putting weight on axles than total container weight
- Paul D noted lack of consistency in legislation between states. If containers are on the way to Melbourne then re-routed to Sydney they are in trouble.
- Chris H reported the Minister was last week seeking increased penalties for over height vehicles. Over height vehicles involved in incidents currently lose registration but driver's licenses will also be suspended. As well as penalties there will be engineering proposals such as a review of signage and trucks being routed on a path to avoid incidents.

## 6. OTHER BUSINESS

## 7. COMMITTEE MEMBERS – Required Actions by next meeting

- Adem L will attach electronic copies of documents from the Department of Agriculture on the Brown Marmorated Stink Bug to the minutes.

## 8. NEXT MEETING

The next meeting is Wednesday April 8<sup>th</sup>.



## SYDNEY - Empty Container Storage

### IIRA OPERATIONAL CAPACITY SURVEY 03.03.2015

<b>PARK</b>	<b>CAPACITY (TEU)</b>	<b>Holding 20'</b>	<b>Holding 40'</b>	<b>HOLDING (TEU)</b>	
MCS Banksmeadow	3500	154	608	1370	39.1%
MCS Rail	15000	4597	3137	10871	72.5%
Patrick Port Botany	3000	357	659	1675	55.8%
QUBE Sydney Haulage	9000	3608	1421	6450	71.7%
TYNES	10500	2216	2718	7652	72.9%
TYNE / ACFS	4000	517	782	2081	52.0%
TYNE PUNCHBOWL	2000	462	548	1558	77.9%
WESTERN	3200	871	817	2505	78.3%
MT Movements (Mol Pt.)	2400	148	453	1054	43.9%
Patrick Botany Link 2400	2000	151	554	1259	63.0%
QUBE Link	3000		569	1138	37.9%
<b>TOTAL ACTUAL</b>		<b>13081</b>	<b>12266</b>		
<b>TOTAL TEU</b>	<b>57600</b>	<b>13081</b>	<b>24532</b>	<b>37613</b>	
<b>AVAILABLE</b>				<b>19987</b>	
<b>CAPACITY</b>				<b>65.3%</b>	
% of Total Actual		51.61%	48.39%		
% of Total TEU		34.78%	65.22%		