

NSW Ports Cargo Facilitation Committee



NSW Ports

**FINAL Minutes of a Meeting of the
NSW PORTS CARGO FACILITATION COMMITTEE
(No. 6/2014)**

**Lakeside Business Park
Wednesday, 17 December, 2014
(11:00-12:40Hrs)**

PRESENT:

Mr Adem Long (Chair)	NSW Ports
Mr Steve Gunn	Transport for NSW
Ms Susan Ryan	NSW Department of Primary Industries (DPI)
Mr Hart Krtschil	Australian Industry Working Group on Biosecurity (AIWGB)
Mrs Jodie Broadbent	Australian Trucking Association NSW (ATA NSW)
Mr John Preston	ATA NSW Container Sub committee
Mr Paul Downey	ATA NSW Container Sub committee
Mr Richard Pollock	Patrick Terminals
Mr Gabe Meena	Patrick Terminals
Mr Brad Ellem	Patrick Logistics
Ms Sue Tomic	Maritime Container Services (MCS)
Mr John Karamanis	Maritime Container Services (MCS)
Mr Andrew Karas	Shipping Australia Limited
Ms Megan White	CBFCA
Mr David Scott	CBFCA
Mr Garry Douglas	1-Stop
Mr Craig McKay	Rail Operations Representative
Mr Shane Hobday	NSW Ports
Mr Dom Figliomeni	NSW Ports
Mr Jason McGregor	NSW Ports
Mr Bruce Guy	DP World
Mrs Sandra Spate	Minute taker

APOLOGIES AND MEMBERSHIP

Apologies were received from:

Mr David Wright	Maritime Container Services (MCS)
Mr Christopher Hanlan	RMS
Ms Trish Grunert	RMS
Mr Neil Truskett	Patrick Terminals
Mr John Donnell	Transport for NSW

NSW Ports

1. PATRICK TERMINAL PRESENTATION

- Richard Pollock presented on the Patrick Port Botany Redevelopment Project Automated Container Terminal:
 - In 2012 Patrick obtained an area of reclaimed land giving Patrick the opportunity to update ageing facilities and increase services.
 - Project overview includes redeveloping the existing terminal, new administration building, paving the knuckle and combining all works under an automated terminal.
 - Redevelopment will see safety improvements, productivity improvements and increase terminal capacity. TEU capacity will go from 1.5M TEU per annum to 1.6M when automated and provide an ultimate capacity of 2.8 million TEU p.a.
 - Automated straddle carriers will minimise stack shuffles.
 - Ramp D provides new access to the terminal
 - New buildings include a control tower, administration building and maintenance building.
 - Changes to the old OCR provide new in and out gates with 3 lanes each way; there are 31 new truck grids with 18 currently operating; 4 weigh in motion weighbridges; 45 Automated Straddles; and 3 gooseneck cranes.
 - The knuckle works, ramp D and the buildings are finished and the automated terminal is expected to be complete in the first quarter of 2015.
- Andrew K asked whether Patrick had plans for a weighbridge given IMA changes. Gabe M replied that Patricks are keeping abreast of changes. Steve G noted TfNSW hasn't yet decided how standards will be applied.
- Shane H asked if there was an intention to clear the terminal of containers prior to automation. Richard P said Patrick will work berth to berth to minimise terminal shutdown time. It would be evacuated for a short period (days). Cutover will commence in March. Gabe M noted it would start on the knuckle in the first week of January then move to berth 7. Cut over half the terminal on March 31st to get the new system running, then rest of the terminal.

- John K asked about changes to rail infrastructure. Richard P replied rail will be in the northern part of the terminal with the roundabout moved to go back to pre-construction. In the coming week the construction area will be opened to the rail exchange. Gabe reported it won't go back to 600m till March with the last 5m not used till the new substation.
- Jason M asked what changes are set for this week. Richard P replied the workers' compound will be cleared providing more room. Gabe M acknowledged angst caused around rail and apologised for inconvenience and upset. Ground slots had been reduced to about a third of the original but these are being reinstated in steps with Patrick moving out contractor huts. By January 5th a lot of site construction will be complete. By April the substation on the knuckle will be commissioned and the other demolished. Bad weather and late arrival of ships hasn't helped.
- Adem asked whether CargoLink will be linked to the Autostrads. Richard replied the exchange would be through truck grids. Gabe said as there is no autostrad exchange they are looking at efficient exchange. An additional CargoLink transfer pad is being investigated for 2016.

3. FIRE ANT PRESENTATION

- Susan Ryan from NSW Department of Primary Industries (DPI) presented on Red Imported Fire Ants.
 - The DPI is preparing information and training brochures for distribution hopefully by the end of the week.
 - There is likely to be a restricted access area at a 2km radius and 6 km radius from the site of the colony, restricting movement of materials such as soils and aggregates.
 - One colony was detected and Argentina confirmed as the source.
 - Impacts include social and urban impacts, health impacts, impacts on ecosystems and impacts on agriculture.
 - If identified a business is issued with a quarantine order, movement controls put in place, inspectors involved and a risk management plan developed. DPI will assist with risk management plans.
 - Treatments include aerial spraying, hand spreader and direct nest injection
- Hart K asked for detail on how quarantine orders apply and who is responsible for enforcing them. Susan R will take this on notice and reply.

- Shane H asked whether surveillance will continue for 12 to 18 months. Susan R confirmed it would be at least 12 to 18 months.
- Jodie asked for electronic information to send to members. This will be forwarded to Shane H for circulation. Hart K and Susan R noted a lot of information and expertise has come from Queensland.
- Hart noted the Fire Ants here are from Argentina but differ genetically from those in Queensland. An issue for importers is what surveillance activities will the Department of Agriculture undertake of cargo from certain origins? Will it be subject to specific inspections on arrival or can there be off shore measures undertaken?
- Sue T asked as the nest was found at DP World is there likelihood of infested containers travelling through the stevedore. Susan R noted there will be continuing surveillance as it takes time for ants to build colonies.
- NSW Department of Primary Industries will assist training staff to identify issues, train people to identify they ants, and provide material to induct contractors on site. Businesses should inform DPI of their needs.
- Dom F asked whether more regular inspections would be justified. Susan R replied there are inspection regimes in place and the department is working with councils. If suspected, people should leave the nest alone and a send photo to the DPI.

2. CONFIRMATION OF PREVIOUS MINUTES

- Minutes from the previous meeting were confirmed.

3. MATTERS ARISING FROM THE MINUTES

- Matters arising will be dealt with under agenda items.

4. ITEMS FOR DISCUSSION

a. NSW Port Update

- Jason M provided an update on the Trade Report for September, October, November and December. The peak period started in September driven by full imports and empty exports. TEU volumes for October were 200,497 TEU which was up 3.7% on the previous year's figures. November figures of 208,144TEU were an all-time throughput record for the Port, up 2.04 % on last year. Figures for December are 187,489 TEU which is marginally up on the same period last 0.12%, however export full was up 20% and import full down marginally by 1.2%, empty exports were

also down 3% when compared to the same period last year. There was some industrial action at the Port in December and there was some ship clumping and late arrivals of vessels due to weather events and congestion in Ports overseas. A full summary of NSW Ports trade results can be located at the NSW Ports website <http://www.nswportsbotany.com.au/trade/trade-results/>

- Adem L – NSW Ports is preparing a 30 Year Master Plan for Port Botany, Port Kembla, Cooks River Intermodal Terminal and Enfield Intermodal Logistics Centre. The Master Plan will:
 - forecast 30 year trade volumes;
 - consider efficient and sustainable port and intermodal operational requirements; and
 - identify land use and infrastructure requirements to support future demand.

NSW Ports is working with stakeholders in the development of the Master Plan to ensure that the Master Plan captures requirements in the long term interest of the ports and intermodal terminals.

The Master Plan will guide NSW Ports' future decision making and will be made publicly available mid-2015. NSW Ports is seeking [feedback](#) from all stakeholders on what the Master Plan should consider. Information about the Master Plan is on NSW Ports' website including a link to providing feedback.

b. PBLIS/ TfNSW Update

- Steve G reported that despite labour issues DP World has the lion's share of volumes. Patrick's performance has been better than last year despite redevelopment issues. SICTL has had massive volume. All is going reasonably well. There have been issues around the number of slots regarding Patricks and SICTL's open hours.
- There is a meeting on 21st January around the Mandatory Standards Review changes. It is likely to be gazetted at the end of March.

c. Department of Agriculture

- No representative from the Department of Agriculture was present.
- Hart K reported on a small project looking at off shore compliance to allow containers to be inspected off shore with an ultimate aim of moving away from inspections at terminals.

d. Australian Customs and Border Protection Service (ACBPS)

- No representative present
- Hart K reported a review by Department of Agriculture and Australian Customs around common conditions for section 77g premises and Class 1 premises.

e. Road Transport

- Paul D reported major grief around container chain redirections.
- Jodie B reported issues from members over weighbridge calibrations at terminals and asked whether these are calibrated monthly. WIM figures don't have legal standing but are used by RMS to target drivers. Steve G noted variation in weights depending on how trucks drive over WIMs. RMS originally wanted fixed weighbridges but Carriers wanted WIM's. Drivers take a risk if they ignore the WIM figure and are found to be overweight by RMS. His view is for a permanent weighbridge in Port.
- John P noted the only public weighbridge at the Port operates 8 hours a day is not approved for B Double access.
- Jodie B reported the ATA encourages members to use on board weighing devices as WIMs are primarily for stevedores to manage their obligations.
- Paul D reported a concern with MYK not declaring weights. When document details go to 1-Stop they give weights but this is not on MYK documents.
- Paul D reported issues with getting slots during the Patricks redevelopment. Steve G hasn't received information regarding their needs. John P asked when Patricks would increase slots as the agreed reduction was for a specific period. Steve replied the approval for this was to 19th December. When slot reduction is approved CMCC looks at volumes going through the terminal and other movements e.g. rail and ensures sufficient slots on a daily basis.
- John P reported issues during a burst water main when trucks couldn't get to Banksmeadow. They rang and were told they couldn't cancel slots. They can't book slots elsewhere without first cancelling slots. John K will talk to Banksmeadow to clarify.

f. Rail Transport

- Craig M reported large volumes with September booked out. A number of new clients are going with rail. The biggest problem has been with Patrick's inability to increase volume. There have been problems aligning trains with windows for stevedores. Steve G noted a lot of trains not leaving intermodals on time.

- John K reported all running well with the Sydney Flyer. The client base is expanding. He thanked DP World for support to start up the flyer and looks forward to strating with Patrick in the New Year.
- Adem reported the highest ever number of services into Port in November of 407.
- Steve G noted the rail modal share is down as a lot have been into Qube which is not counted in the modal share.

g. Empty Container Parks (ECPs)

- Adem L reported a meeting between carriers and ECPs for a three phase approach. A lot can be done by Container Chain and ECPs to use the system more effectively. There will be another meeting in the New Year with feedback on how trucks have gone over Christmas.
- NSW Ports is looking at redirections. Issues being reported are:
 - Too many coming through at once
 - Redirections becoming 'active' as soon as they hit the Container Chain Notification system
 - Trucks being turned away, sent to other Parks after they have booked a CC Slot

5. REPORTS BY COMMITTEE MEMBERS

- Sue T reported Container Chain has started a user group meeting in NSW which met in November with representatives from Industry and ECPs. It is concentrating on increased functionality in software but there was also discussion about redirection delays, the need to carry gate receipts for empty containers or whether mobile devices can be accepted by RMS.
- Jodie B reported issues of people camping in truck rest areas (around the State) depriving truck drivers of spaces.
- Shane H reported Sweep Bar or Plough Bar dredging work to begin in late January and into February to regrade the seabed at Brotherson Dock. Ports will work with stevedores in order not to disrupt schedules.
- Dom F suggested from observations of his first meeting that as well as the day to day issues he thought it may be appropriate to list some of the longer term action items that progress or updates could be reported on at each meeting.

- David S asked whether information could be distributed to industry on when ECPs are open over the Christmas period. Adem L will distributed this. **Completed**
- Bruce G reported work towards the end of January and into February to demolish a crane and move one crane to bring in a new one to tie in with other port works. He reported DP World is working through industrial issues with a date set in January for Fair Work Australia conciliation. They want to avoid sporadic actions over Christmas.
- Hart K suggested a review of Terms of Reference of membership as this used to be an operational committee with a separate Sydney Ports “upstairs” committee. This will be looked at next year.

6. COMMITTEE MEMBERS – Required Actions by next meeting

- Susan R to reply on how quarantine orders are applied and who enforces them.
- Shane H to circulate electronic information on Fire Ant identification.
- John K to talk to Banksmeadow re the issue of ability to cancel slots. Below is the response from MCS:
 - It is the transport company’s responsibility to book and cancel slot bookings via Container Chain (CC), as and when required, subject to the daily operating plans.
 - On the day in question transport companies still had access into the depot, irrespective of the delays that were created by the burst water main.
 - MCS currently provides flexibility to transport companies by not strictly enforcing the CC booking times. On this particular day, just like other days, transport companies had the flexibility to access the terminal from 0600hrs – 1800hrs.
 - The manager at Banksmeadow does have the ability to cancel booked slots but will do so only under exceptional circumstances.
- Adem L to distribute to the industry the opening times of ECPs over Christmas. **Completed**

8. NEXT MEETING

- Next meeting is scheduled for Wed 11th February, 11am.