

**FINAL Minutes of a Meeting of the
NSW PORTS CARGO FACILITATION COMMITTEE
(No. 1/2014)
Lakes Business Park
Conference Centre
Wednesday, 12 February, 2014
(11:00-12:00Hrs)**

PRESENT:

Mr Hart Krtschil	Australian Industry Working Group on Biosecurity (AIWGB)
Mr John Mousinho	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 Andrew Waterworth	Australian Federation of International Forwarders (AFIF) Ltd
Mr Andrew Karas	Shipping Australia Limited
Mr David Scott	CBFCA
Mr Tony Nikro	CBFCA
Mr Micah Clark	Sydney Ports Corporation/ PBLIS
Mr Jonathon Lafforgue	DPW
Mr Stephen Smith	Department of Agriculture
Mr Wayne Burcher	Department of Agriculture
Mr Claude Varnier	Empty Container Parks Representative
Mr Craig McKay	Rail Operations Representative
Mr Neil Truskett	Patrick Terminals Port Botany
Mr Tim Cheng	Patrick
Mr Rod Thorne	Patrick Logistics
Mr David Wright	Maritime Container Services (MCS)
Mr Nathan Mills	Maritime Container Services (MCS)
Ms Sue Tomic	Maritime Container Services (MCS)
Ms Leanne Garvin	ACFS
Mr Adem Long	NSW Ports
Mrs Sandra Spate	Minute taker

APOLOGIES AND MEMBERSHIP

Apologies were received from:

Mr Steve Gunn	Sydney Ports Corporation/ PBLIS
Mr Stephen Ironside	Hutchison Port Holdings (HPH)
Mr Ian Ross	DPW
Mr Jason McGregor	NSW Ports
Mr Shane Hobday	NSW Ports

Adem L welcomed attendees to the first meeting of the CFC for 2014.

2. CONFIRMATION OF PREVIOUS MINUTES

Minutes from the previous meeting were confirmed.

3. MATTERS ARISING FROM THE MINUTES

Thank you letter to Michael Moylan

- Adem L has drafted a letter which he will distribute to the CFC prior to sending.

Height Sensors

- Adem L has received no update on this from RMS.

Super Bs

- Adem L reported a letter of confirmation of approval has been received from RMS approving the extra mass limits over the DPW side of the wharf. All three Super B Operators have submitted requests to RMS awaiting approval.
- Adem reported that the first stage is approval from RMS and Ports for “Infrastructure Approval” then the operators see “equipment approval”.
- All three operators are also in various stages of approval for longer Super B trials to customers out west.
- Jodi B noted the National Heavy Vehicle Regulator would be involved as all permits now go through them. If some have been lodged with RMS these should now have gone to the NHVR.
- *Note – since this meeting, NHVR have handed back approvals to the State / Local regulators which has caused much confusion. Please speak with ATA NSW or NSW Ports if you are having Permit issues.*

Provide the link to the Department of Agricultural Standards for Sea Freight Contains in the minutes

- This was done.

Include in the minutes the link to fact sheets on Customs legislative changes

- This was done.

Attach the Patrick presentation to the minutes

- There were difficulties with this due to the size of the presentation. Adem L will investigate forwarding this to CFC members.

Road Safety Remuneration Tribunal (RSRT)

- Jodie B reported everything is under review. ATA NSW has lodged a submission asking that the RSRT be scrapped but it is still going ahead on May 1. It will impact anyone supplying supermarkets. ATA NSW is holding workshops to update operators. Jodi will send the link to their submission for inclusion in the minutes.

National Terminal Working Group

- Hart K reported that the national terminal working group hasn't yet had a reply from the Department to the issue of centralisation of inspections and extended hours of operation. Container gates are still being manned for no particular reason. The groups has expressed concerns and is awaiting further discussions.

Adem L to prepare an Issues Paper in regards to the ECP Operations and the impact if they are legislated.

- Adem L asked if the committee want to go ahead with this as the only option seems to be tightening controls on operations systems. If all controls were turned on there would be an unmanageable situation. January has been busy without huge issues.
- The meeting agreed not to proceed.

4. ITEMS FOR DISCUSSION

1. Port Update

a. NSW Ports Update

- Adem L reported that figures are available on the NSW Ports website. Many port operators saw January bigger than December which is unheard of.
- At Enfield ILC, Hutchison is undertaking Practical Completion. The handover to Hutchison occurred on January 18 and construction will commence late February for

approximately 8 months. The aim is to be operational in the third quarter of 2014. Rail will be commissioned in mid 2014.

- Regarding the knuckle at Patrick a number of straddles have been lost.
- Tim C reported that 44 straddles are on order to the Port Botany terminal, with 14 in Brisbane and another 30 on a vessel damaged in transit. Patrick is assessing the damage and undertaking rectification. A delay is anticipated in the schedule but it is difficult to say how long. Patrick will communicate with stakeholders when more is known. Groundworks are continuing and Patrick is looking at replanning regarding the AutoStrads. There may be some changes to the staging for some works.
- Adem L reported generally good feedback regarding trucks entering and exiting while work is going on.
- Craig M asked whether the date for the rail closure is affected. Tim replied that is still on schedule.
- Andrew K asked how CargoLink is affected. Neil T reported changes have been made to give back a certain number of TEUs. There is no impediment.
- Andrew K asked when maximum space would be achieved. Neil T said this was further down the track. New exchange pads need to be built. Claude V reported a turn around of 10 minutes. The same entrance is still used. CargoLink will redirect containers to Link and Port Botany Container Park.

b. PBLIS Update

- Micah C reported things have been going well except for Monday at Patrick with queues to Botany Road. Average TTT for January is 29 minutes. 98% have been on time, though there is still 70% of slots listed or cancelled at some stage.
- Hart K asked what can be done regarding hoarding as he is concerned on impacts on turn around time and ability to access port. Micah C replied changes are in progress with introduction of mandatory stands. He is happy to discuss this with people outside the meeting.
- Jodie B asked when the draft Mandatory Standards is likely to be available for comment. Micah C suggests this is likely in a couple of weeks.

2. Department of Agriculture

- Wayne B reported the Department while undergoing a downsizing exercise are trying to ensure business as usual by placing staff where required. There are challenges

with a lot of experience going. The restructure in Canberra will have a flow on effect. They are trying to ensure it doesn't affect movement of cargo, but Stephen asked that people let him know if it does.

- Hart K suggested the new system would have more transparency, and if introduced would prioritise clearance. People could request urgent processing. Stephen reported they are looking at document assessment with a system to clear regional backlogs in a centre such as Sydney.

3. Australian Customs and Border Protection Service (ACBPS)

- John M reported that he and Andrew B have been talking to peak bodies and operators about changes to the Customs Act that were outlined at the last meeting. There has been some angst about recording details of people entering and leaving CTO space. Bulk liquid berths have an automated egress system and Customs is in discussions with these ports to try and ensure compliance with minimum expenditure.
- Hart asked how 77G enforcement was going.
- John M replied that it was going well with an increase operations activity. For the first time a 77G operator has been shut down due to inability to comply with requirements. The operator was given every opportunity to comply but decided they were unable to. This gives an idea of the seriousness with which the new CEO takes regulation.
- There will be major structural changes over the next year along the lines of quarantine's.

4. Road Transport

- Jodi B reported commencement of the NHVR on Monday. Any applications for permits will go through their Brisbane office and they will manage the process of permission from RMS and Councils. There have been a couple hiccups with applications not being processed as soon as industry would like, but the system has only been operating three days. If people encounter issues they should email ATA NSW.
- Below are links to the submissions that ATA have presented in regards to the NHVR:
 - Main submission - <https://submissions.deewr.gov.au/Forms/Review-of-the-Road-Safety-Remuneration-System/pages/item?SubmissionID=RSR1400007>
 - Attachment 1 - <https://submissions.deewr.gov.au/Forms/Review-of-the-Road-Safety-Remuneration-System/pages/item?SubmissionID=RSR1400030>
 - Attachment 2 - <https://submissions.deewr.gov.au/Forms/Review-of-the-Road-Safety-Remuneration-System/pages/item?SubmissionID=RSR1400031>

- ATA NSW is awaiting the Mandatory Standards draft changes for comment.
- Another tip truck hit a tunnel. There have been meetings with the NRMA and RMS working group. Adem L noted that despite flashing lights and water walls some trucks are still proceeding.
- Hart K asked what is the average height of a container truck and are they allowed to enter tunnels? He is concerned about indications from carriers that 50% of trucks may be affected. Jodie doesn't know the average height, but height limits are being enforced. If a truck trips an alarm even if it reverses up the ramp they are still incurring the \$2,500 fine.
- Greg L noted that if over 4.3m trucks can't go through tunnels but tunnels are higher than this then in his opinion they should be allowed to. A lot of local areas receive unnecessary traffic. It comes back to driver responsibility. Drivers should know the height of their trucks.
- Jodie B said ATA NSW is trying to be proactive. It is no good just to penalise people. They have asked the government to consider other technical measures such as a TV screen showing the truck at fault. There are issues with drivers thinking the truck alongside have triggered the alarm and drivers from a NESB. Container trucks are not causing most of the problems.

5. Rail Transport

- Craig M reported a busy December/ January period. Shuttles are busy. Rural trains slowed in January and this trend is expected over the next few months with more cancellations. There are no major concerns.
- Adem L reported a Ports taskforce meeting on February 26 will look at the future, posing the question to infrastructure users of how to get 3-4million TEUs on trains to Port Botany.
- It will look assist NSW Ports to develop a longer term strategy. Adem L will pass on any information that is made public from this meeting.

6. Intermodal

- Adem L reported MCS is still looking at a shuttle for Cooks River.
- Port Botany Rail Team is working with (NICTA) on a simulation project,

7. Empty Container Parks (ECPs)

- Claude V reports steady volume of throughputs, with holding capacity at around 70%. Stackruns are good, empties are on target. He doesn't have information on early

arrivals for slots, but container parks are being flexible. It is up to drivers not to abuse this.

- An ECP in Melbourne has had to start disciplining early and late arrivals and we don't want to get to that in Sydney.
- A question was asked about take up of the marshalling area.
- Micah C replied it has been good, with volumes up over the last period. Depending on stakeholder feedback re-opening on weekends may be considered.

5. OTHER BUSINESS

a. Update on Patrick's Terminal

- Tim C reported that as Patrick's redevelopment is a Brownfield development the challenge is to keep operations running while changes are being made. There are two stages before the new terminal is operational and full automation introduced. The first is the relocation of truck grids running parallel on the northern side. These will continue with manual straddles but there will be a change in layout. Patrick will ensure truck drivers are informed. The second stage is the new terminal and automated system and straddles. There will be new processes for processing trucks and loading containers. The 1-Stop system will be used to transfer knowledge.
- In summary, Tim C covered:
 - *Patrick Port Botany provided advance notification of changes to the terminal affecting road transport operators*
 - *There will be 2 distinct changes to truck entry/exit processes up to the opening of the Sydney AutoStrad™ terminal:*
 - *Relocation of the truck grids to the north side of the terminal upon opening of Ramp D*
 - *At each of these stages there will be changes to layout, processes, and traffic flows which Patrick need to communicate to truck drivers prior to commencement of operation of each stage*
 - *Patrick intends to use the MSIC induction process via 1-stop to inform truck drivers of these changes, and seeks the assistance of road transport operators to ensure their truck drivers complete the MSIC inductions to facilitate an understanding of the changes and safe access through the terminal*
 - *Patrick will provide further details in the near future, including written communication aligned to key changes and actions needed by the industry.*
- Micah C noted that 1-Stop doesn't do attachments. Will emails with site plans go out to carriers? Tim C replied they are working through what it will look like and will then

seek 1-Stop's assistance to load it into the system. Patrick will communicate to industry and supplier groups in further detail closer to the time. Adem L suggested details can be put onto NSW Ports website. Micah C said Sydney Ports has the email addresses of all registered carriers.

- Micah C asked about last Monday's truck queues. He highlighted a 25 minute impact on trucks. Neil T replied that truck grids were reduced for three weeks while contractors worked in that area with trenches through truck grids. It was working alright with volumes till then, but ran into problems about 4pm. They thought volumes would drop off around then, but they didn't. Patricks opened up additional lanes but it took a while clear the problem. Work is now out of that area.

b. Customs reporting

- David S queried a Custom's notice from January 29 regarding an infringement scheme coming into effect on February 1. His asked how Customs would handle the hefty penalties for late reporting.
- An average of 90% report on time. Is it aimed at those with low compliance levels or those who make the occasional mistake? John M replied it is targeted at recidivists. All will be given an opportunity to answer before penalties are imposed.

7. COMMITTEE MEMBERS – Required Actions by next meeting

- Jodi will send the link to the ATA NSW submission on the RSRT for inclusion in the minutes.
- Adem L will forward minutes from the Ports Taskforce meeting to members.

8. NEXT MEETING

The next meeting is on April 9th. A request was made that calendar invitations be issue.

SYDNEY - Empty Container Storage

IIRA OPERATIONAL CAPACITY SURVEY 11.02.2014

<u>PARK</u>	<u>CAPACITY (TEU)</u>	<u>Holding 20'</u>	<u>Holding 40'</u>	<u>HOLDING (TEU)</u>	
MCS Banksmeadow	3500	499	946	2391	68.3%
MCS Rail	15000	4280	3032	10344	69.0%
Patrick Port Botany	3000	396	650	1696	56.5%
QUBE Sydney Haulage	9000	4027	1090	6207	69.0%
TYNES	10500	2801	3028	8857	84.4%
TYNE / ACFS	4000	421	509	1439	36.0%
TYNE PUNCHBOWL	2000	482	577	1636	81.8%
WESTERN	3200	1327	918	3163	98.8%
MT Movements (Mol Pt.)	2400	356	401	1158	48.3%
Patrick Botany Link 2400	2000	166	708	1582	79.1%
QUBE Link	3000	0	784	1568	52.3%
TOTAL ACTUAL		14755	12643		
TOTAL TEU	57600	14755	25286	40041	
AVAILABLE				17559	
CAPACITY				69.5%	
% of Total Actual		53.85%	46.15%		
% of Total TEU		36.85%	63.15%		