

# NSW Ports Cargo Facilitation Committee



**NSW Ports**

**FINAL Minutes of a Meeting of the  
NSW PORTS CARGO FACILITATION COMMITTEE  
(No. 4/2016)  
SICTL Training Room**

**1 Sirius Road, Port Botany  
Wednesday, 10 August, 2016  
(11:00-12:00Hrs)**

**PRESENT:**

Mr Adem Long	NSW Ports (Chair)
Mr Steve Gunn	Transport for NSW
Mr John Donnell	Transport for NSW
Ms Cate Hall	Department of Immigration and Border Protection (DIBP)
Ms Samantha Martin	Australian Border Force
Mr Nathan Aplitt	Australian Border Force
Mr Greg Baldock	SICTL
Mr Don Hughes	ACFS Port Logistics
Mr Bill Hanley	DP World
Mr Mark Leach	RMS
Mr Craig McKay	Price & Speed
Mr Andrew Karas	Shipping Australia Limited
Mr David Scott	CBFCA
Ms Megan White	CBFCA
Mr Paul Zalai	Freight & Trade Alliance
Mrs Sandra Spate	Minute taker

## APOLOGIES AND MEMBERSHIP

Adem L welcomed Paul Zalai from Freight & Trade Alliance to the meeting.

Apologies were received from:

Mr Anthony Tzaneros	ACFS Port Logistics
Mr Paul Downey	ATA NSW Container Sub Committee (Trojan Transport)
Mr Jarrod Graham	Patrick
Mr Kevin Malouf	Price & Speed
Mr Stuart MacFarlane	AFIF
Mr John Karamanis	MCS
Mr Jason McGregor	NSW Ports
Mr Mick Cronin	NSW Ports
Mr Wayne Ashton	NSW Ports
Mr Craig Hall	Dept of Agriculture

## 2. CONFIRMATION OF PREVIOUS MINUTES

- Minutes from the June meeting were accepted.

## 3. MATTERS ARISING FROM THE MINUTES

**Adem L follow up on compilation of figures on ECPs to present to CFC meetings.**

- Adem L is still working towards getting the figures compiled.

**Patrick (Jarrod Gs) to investigate options of communicating to carriers reasons for cancellation of zones in emails and whether notification can be extended to two hours.**

- Jarrod G was not in attendance.

## 4. ITEMS FOR DISCUSSION

### a. NSW Port Update

- Adem L reported figures for the year have just been released public and will be on NSW Ports website. There has been a 1.4% increase over the year representing 2.32 million TEU.
- Non-containerised freight is up 16.6% large due to bulk gas and oil.

Port Botany TRADE ('000s)	Financial Year 2016 Actual	Variance to FY 2015 %
<b>Containerised Trade (TEUs):</b>		
Import Full	1,099,942	2.20%
Export Full	397,732	-0.70%
Import Empty	5,028	-40.10%
Export Empty	685,060	3.70%
Transhipments	134,261	-7.40%
<b>Total Containerised Trade (TEUs)</b>	<b>2,322,023</b>	<b>1.40%</b>
<b>Non-Containerised Trade (RTs):</b>		
Oil - Refined	3,656,568	13.70%
Bulk Gas	1,502,226	27.60%
Bulk Liquids	305,313	7.70%
Break Bulk	23,362	-17.80%
<b>Total Non-Containerised Trade (RTs)</b>	<b>5,487,469</b>	<b>16.60%</b>

## b. Rail Transport

- This is from 290,000 to 356,832 TEU in the past year taking the rail modal share to 16.2% for the year. It is expected to grow with Enfield coming on line and Villawood early next year.
- Port Botany Rail Optimisation Group (PBROG) have met regularly and has a number of working groups. Six tasks have been identified which Members will be working through in sub groups. There is overall better rail coordination, higher lift rates from stevedores, and higher concentration of containers per train.

## c. CMCCs/ TfNSW Update

- John D reported figures for the year 2015 to 2016 show penalties are generally down and carriers service levels up with less fluctuation even with IT issues at some terminals.

#### **d. Department of Agriculture**

No representatives were present

#### **e. Australian Border Force**

- Cate H noted the licensing review has been delayed a little further.
- Adem L asked whether Polaris's functions have been taken on by Border Force. Nathan A believes this is the case. While Polaris as a group has been disbanded each department looks after the same functions.

#### **f. Road Transport**

- Adem L noted there are no representatives here.
- Craig M raised concerns that terminals working a half day on Saturday and a half day on Sunday posed difficulties for drivers to picking up within the 3 day window as the last day of availability is Monday. Saturday and Sunday aren't full operational days.
- Bill H replied this is the general pattern since March, closing at 14:00 on Saturday and re-opening at midday on Sunday so there is 3 days availability Saturday to Monday. If vessels cross over drivers can elect to collect on Sunday instead of Saturday and still have their 12 hour break. There is not a lot of support for working weekends. Carriers are avoiding manning for premium shifts. DP has to manage costs so if there isn't sufficient demand we have to close and concentrate slots into other periods. There is a pattern this weekend but it is exceptional. Prior to March DP was open till 22:00 on Saturdays.
- Steve G noted stevedores can charge a working day for storage if the time zones are open for 12 hours but can count it as a working day only if it is 12 hours. 10 hours can't be counted as a day. The calculation for storage defines a working day as 12 available time zones regardless of the number of slots.
- Bill H sought clarification that if they provided well in excess of 54 slots on Sunday but closed for an hour meal break and issued slots into other times zones this wouldn't count as an hour regarding calculation of storage.
- Steve G confirmed it is based on time zones available for servicing trucks not slots.
- Adem L raised issues beginning at DP World on Tuesday July 26 when they were starting to get an idea of impending vessel congestion and alerted industry. A series of communications warning of congestion, offered slots on the weekend and advised to avoid Monday. Not many carriers took note and Monday was, as predicted, a shambles. Years ago there wasn't this sort of cooperation and visibility from wharves.



Wharves are now communicating. DP World started letting people know the previous Tuesday but by Monday everyone was screaming.

- Bill H reported congestion from YM Antwerp, Cap Ferrato and ANL Wangaratta arriving one after another due to delays. By 9.30 on Monday there were 636 boxes from one vessel that could have been collected on the weekend and 1,200 from another that could have been collected Sunday. Demand meant slots were lost on Monday. On Monday we release slots for Thursday, and on Tuesday Friday so there is visibility. If people haven't been able to acquire slots there are avenues to get slots for weekends and the unfavourable slots on Monday and Tuesday. On Sunday between 6:00 and 11:00 there were 180 and 35 between midnight and 5:00am. When carriers are booking slots on Thursday and Friday they can see what it looks like and plan alternatives.
- John D confirmed that looking at slots not taken up on the weekend and free slots far outweighed demand.
- Adem L noted comments from Duncan Gay that Port Botany wouldn't work if nothing is done on the weekend. It is not a 5 day a week port.
- Paul Z thanked Bill H for his correspondence but he was oblivious to predictions until Monday morning. With these sort of scenarios could notice go to CBFCA and cargo owners can take some responsibility.
- Bill H said it goes through 1-Stop but carriers need to take responsibility. They have the same vessel schedule as terminals. Carriers think because a container becomes available on Tuesday they should be able to pick it up then.
- Andrew K asked as a shipping lines representative if vessels are generally arriving on window. He noted windows are more generally Thursday to Tuesday.
- Bill H said they haven't arrived on window last week but this was an exception due to an emergency and DP World had also subcontracted from Patrick. Their heaviest window is Thursday night to Sunday afternoon which is when they get least support from the transport industry.
- Steve G said volumes at the two main stevedores are less than 5 years ago. Processes developed at DP are a true bulk stack run which they were never doing previously. There is less pressure than ever. But some carriers wont adjust their behaviour.
- Adem L suggested the ones at this table do the right thing. There is a need to get to the others.

- Bill H said small groups could move as an association to coordinate bookings, but then would have to take boxes in stack order. He suggested carriers who have adapted are thriving regarding volumes.
- David S noted mention of issues regarding a vessel available on Tuesday.
- Bill H said this was Tuesday 2nd August so there was Sunday, Monday and Tuesday availability. If there were no slots but people were intent on coming Tuesday we had to say sorry. Carriers need certainty but problems such as weather or break downs change things.

#### **g. Intermodal**

- Adem L reported the first shuttle is due at Enfield in September. Aurizon is in discussions with the stevedores in regards to windows.

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

- Adem L is still trying to push ahead get slot booking down to 2 hours. He is worried about Christmas volumes.
- Don H said some are getting down to port to get rid of empties. Adem L asked if the MCS early opening is assisting, Don H replied not many are using it but some are getting used to it.

## **5. REPORTS BY COMMITTEE MEMBERS**

- David S questioned the CEF closure on Friday and what effect on storage days.
- Bill H said it is a cost to their own business as it is with a stevedore. The industry is not aligning with the port especially on weekends.
- Paul Z asked regarding boxes which have to be x-rayed what if cargo is delayed?
- David S said customs also aren't open Sundays for x-ray.
- Paul Z suggested container detention is an incentive to return containers early.
- Andrew K noted a need regarding container hire to get containers to where they are needed. If trucks sit idle he has to pay detention fees.
- Paul Z said if a terminal doesn't make a container available it would be helpful if ACFS got word to them.

- Paul Z updated the CFC that F&TA now has 245 business members. They have a small number of large importers and are about to take on secretariat services for the Peak Shippers Association in January.
- Don H said ECPs would serve time slots better if parks were open late. During peak time they are looking at working till midnight.
- Adem L said some time back, Qube Botany Rd had stats which showed from 8pm to midnight they are averaging 6 containers.
- Bill H noted it is difficult to collect correct data but behaviour doesn't seem to support dual running. If they de-hired empties when coming to the terminal there would be fewer truck trips. He will start to collect data on this. There are regular stack runs to meet windows, mass in and mass out.
- Andrew K said transport companies are blocking up bulk runs for shipping lines. Carriers say can run straight in
- Bill H said carriers are contacting shipping lines direct about bringing in an empty and picking up a container.
- David reported one carrier saying they won't run one empty in if they are going to MCS.
- Steve G noted there are advantages in direct return of empties. He will discuss it with Patrick and SICTL. There are advantages to be obtained from efficiencies.
- Steve G reported on a WIM's / Container Freight Station meeting to discuss processes that aren't working. He is working with colleagues on data exchange from stevedores on WIMs. If over 20% mass they can go to a certified CFS for load correction. The numbers need to be established and from there a decision on what needs to be done to fix the process.
- Megan W said the Border Force review which includes depots and warehouses is a concern for their members as they are not sure where customs is coming from. The timeframe has been pushed out but there is no ETA.
- Megan also reported CBFCA has a new CEO, Claire Murray who will be located in Brisbane but will have high visibility.
- Nathan A reported that industrial action starting Friday from midnight to midnight may affect CEFs. He will confirm this.
- David S asked that they be CBFCA be informed if CEFs are not open.



- Nathan A provided subsequent information that industrial action by CPSU members would not close CEFs but containers wouldn't be x-rayed.
- Andrew K reported chick pea export season is late September to early October and there is a boom this year. They are trying to gather data and capture bookings.
- Craig M said they are still doing after hours tailgates. But if volume does not increase from 6.30 they will go back to 4.30 pm again. They have tried to expand to different products such as fresh produce. It seems to work well but is not as strong as they would have liked.
- David S asked that be CBFCA be informed if CEFs are not open.
- Paul Z suggested that stevedores give an extra 2 days on CEF holds which gives time for cargo to be sorted.

## **6. OTHER BUSINESS**

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

## **8. NEXT MEETING**

Wednesday 12 October.