

# CURRENT

An Update from Sydney Ports Corporation

August 2005

## New State Minister for Ports and Waterways

With a recent reshuffle in the NSW State Government, The Hon. Eric Roozendaal, MLC has been appointed as the Minister for Ports and Waterways.

In his first public appearance after taking over the portfolio, a press conference at Port Botany, Mr Roozendaal outlined his priorities as 'improved maritime security, creating world class infrastructure and the financial future of our ports'.

"Our State's ports handle more than \$60 billion of trade each year – and that is important for our economic future – thousands of direct and indirect jobs rely on our working ports," Mr Roozendaal said.

"I'm about responsible jobs development – and securing our State's economic future.

"There are some tough decisions ahead for our ports - they need to be in the best financial shape to deliver major projects for NSW.

Previously, he was Parliamentary Secretary to the Minister for Ports, Minister for Roads, Minister for Economic Reform and the Hunter and Chair of an Upper House Inquiry into the State's ports infrastructure.

"I look forward to meeting port officials, industry and union representatives," he said.

## Managing and developing port facilities

### Proposed Port Botany expansion

The Commission of Inquiry into the Port Botany development has submitted its report to the NSW Minister for Planning. Sydney Ports is now awaiting the decision on the expansion by the Minister.

### Proposed Intermodal Logistics Centre at Enfield

Sydney Ports is progressing studies to complete an environmental assessment and development application for an Intermodal Logistics Centre at Enfield. With recent changes to NSW planning regulations, Sydney Ports will reassess the implications for the development and pursue the submission of an application as soon as the process is clarified.

### Demolition of White Bay – Wharf 1

Sydney Ports has commissioned a specialist demolition company, Delta Group, to demolish the wharf structure known as White Bay 1. This wharf was constructed during the 1930's and upgraded in the 1950's and 1960's for use as a coal handling facility. White Bay 1 has not been used for shipping purposes as a wharf for nearly 15 years. Following demolition, the embankment will be stabilised.

The demolition of this wharf will assist in the operation of Glebe Island Wharf 8, currently being used by Cement Australia Ltd and Penrice Soda Products, to allow improved access and maneuverability for modern vessels.

The work commenced early in August and will take around 6 months to complete. A majority of the materials from the demolition will be recycled or reused.

### Update on Darling Harbour Design Competition

In February 2005, the NSW government announced an international design competition for the development of the East Darling Harbour port precinct. This is in preparation of the departure of stevedoring activity from the Patrick's Darling Harbour terminal in 2006. Cruise facilities and services are to be incorporated into the future designs for Darling Harbour.

The five finalist entries were exhibited recently for public comment and can be viewed at the website <http://www.eastdarlingharbour.com>

### Cooks River Empty Container storage facility purchased by SPC

Sydney Ports has been in negotiation with State Rail over the past few years to purchase a 17.3 hectare site, located at Cooks River, just north of the Sydney Airport. This site is currently used as an empty container depot. Sydney Ports is purchasing this site to ensure its future as an empty container handling facility.

Negotiations for the site have now been finalised with contracts exchanged mid-August. The site should transfer to Sydney Ports' ownership by October 2005.

## Facilitating trade

### New Trade Record for Sydney's Ports

A new record for container trade has been established for Sydney's Ports with the release of preliminary trade results for 2004-05. A record 1.375 million teu's traded through the ports, an 8.3 per cent increase over last year.

Full container imports increased by 6.7 per cent to 686,343 teu's. Full container

exports were the highest ever for the port, with 319,620 teu's exported, a 5.3 per cent increase over last year.

This year's container trade record at 8.3 per cent exceeded the average 7 per cent annual growth achieved over the past 30 years. Container trade through Sydney's Ports has increased by over 30 per cent in the past three years.

Container exports increased this year, especially through a combination of exports of chemical products, non-ferrous metals such as aluminium, and cereals to New Zealand, China, USA and South East Asian countries.

Almost 235,000 vehicles were imported this year, setting another record performance above the 220,775 vehicles imported during 2003-04.

Imports of bulk chemicals were down on last year by 3.9 per cent, but machinery and manufactured goods were up by 6.7 per cent and 2.7 per cent respectively.

Comprehensive trade information can be found on Sydney Ports' website [www.sydneyports.com.au](http://www.sydneyports.com.au) in the trade and logistics section.

### Transport workshop

Sydney Ports, together with the Sydney Ports Cargo Facilitation Committee held its second Transport Workshop on Tuesday, 16 August 2005. The objective of this workshop was to plan and manage the efficient handling of containers as container volumes continue to increase and for the onset of the seasonal peak for Christmas 2005.

The efficient movement of containers through the ports (and the successful

integration of all business segments) is highly dependent on the cooperation of all participants in the transport chain.

Participants included representatives from shipping lines, stevedores, customs brokers and freight forwarders, rail operators, customs officials, quarantine, road transport and empty container depot operators.

Attendees provided input on issues faced by them, as part of the logistics chain. A number of items were identified for further discussion, some of those being:

- o examination of vehicle booking arrangements at the container terminals;
- o truck turnaround times;
- o impact of Rail Mounted Gantries on rail operations;
- o provision of empty container capacity statistics in a timely manner;
- o time delays in transferring transshipped containers between container terminals;
- o priority in the Vehicle Booking System for dangerous goods; and
- o rail management in the Botany Corridor to deal with efficient rail operations.

The last workshop, held in July 2004, contributed to the successful landside movement of containerised cargo during the 2004 pre-Christmas peak period. It is anticipated that the present workshop will contribute to a successful outcome for the 2005 peak season.

### Port Security Update

#### Security costs

The Corporation, to meet its requirements under the Maritime Transport Security Act 2003, has been implementing a number of security measures. The areas covered by these include Port Botany, port areas in Sydney Harbour and common

user berths.

Measures completed and in progress include signs on all perimeter fencing, security patrols, security barriers, CCTV surveillance, review of security lighting and participation in the concepts for the introduction of a maritime security card.

In order to recover the costs of implementing these measures, Sydney Ports will be introducing a security charge on cargo and vessels with effect from 1 October 2005.

Further details about these charges will be communicated shortly.