



## **Brisbane Neutron Scanner Facility Ramp-up Plan**

### **June 2006**

As previously advised, an incremental ramp-up of operations, starting with performance testing, will be adopted. This approach will allow for the early identification and resolution of technical or procedural issues before progressing to the next phase or further increasing throughput. As a result the dates below for each phase are indicative only.

The scanner's performance will be tested on the full range of commodities imported in air cargo into Brisbane Airport. Business processes will be refined where necessary to ensure optimal processes are implemented.

The throughput of cargo and the hours of operation at the facility will be increased through the early phases. Operations will be extended in mid July to include flights from the morning peak arrival period. Throughput will be gradually increased until operational capacity is achieved.

<b>Phase</b>	<b>Opening Hours</b>	<b>Approximate Date</b>
Testing of flights nominated by airlines	Approx 09:30 – 19:00 Monday to Friday Approx 08:30 – 17:00 Saturday and Sunday	26 June to 9 July
Real time testing off peak	As above	10 July to 16 July
Real time testing including peak	Approx 06:30 – 19:00 Monday to Friday Approx 08:30 – 17:00 Saturday and Sunday	17 July to 13 August
Full Operations	05:00 - 23:00 Monday to Sunday	14 August
Evaluation activities		On going
Report to Government		February 2007



## **Industry Consultative Meeting**

### **Meeting Minutes**

**Date:** 6 July 2006

**Location:** Customs Air Cargo Scanning Facility  
1 Rosa Street  
Brisbane Airport

#### **Attendees**

Iain Flockhart	Qantas
Rick Hawe	AQIS
Mick Huston	Korean Airlines
Ange Kovacevic	Patrick Air Services
Jodi Latham	AFIF
Barry Murray	CBFCA
Cathy Slot	CBFCA
Tony Roach	DHL
Craig Templeman	Air Freight Council of Queensland
Kimberley Terrell	DOTARS (Office of Transport Security)
Michael Crawford	Customs
Nicola Viney	Customs
Jan Williams	Customs

#### **Apologies**

Robert Battistel	CAPEC
Jo Gill	Qantas
Anne Gillham	Emirates
Brett Hage	AaE
Alan Jang	Customs
Robert Kasch	AFIF
Selwyn Morrow	Australian Global Freight
Bob Noble	Patrick Air Services
Dale Martin	BACL
Nerida Mierzwa	Exel

#### **Minutes**

Michael Crawford

### **Item 1 - Welcome and Apologies**

Nicola opened the meeting at 9:05 and thanked participants for their attendance. It was noted that Cathy Slot would depart the meeting at 10:00.

### **Item 2 – Confirmation of the Minutes**

Nicola asked if there were any amendments to the previous minutes circulated following the meeting held on 25 May 2006. No amendments were put forward and the previous minutes have been accepted.

The action item from the previous meeting was reviewed. A communications sub-group was scheduled to take place following the ICG. The sub-group meeting was deferred due to the unavailability of a number of industry representatives. The meeting will be re-scheduled to take place in the week beginning 17 July.

### **Item 3 - Project Update**

Nicola provided a project update:

- a. Meetings were held between Customs and industry systems representatives in Sydney on 13 June to discuss options for changes to the ICS to support reporting of ULD information. The preferred option for industry was to use an existing ICS field to capture the required information. This option would require minimal change to both Customs and industry systems and allowed for a reasonable implementation timeframe. Customs systems staff are developing change estimates for the identified option and will undertake system testing to assess potential impacts and blockages.
- b. The project Steering Committee will be meeting onsite at the facility on 20 July.
- c. A meeting between Customs and CSIRO is scheduled to take place on 13 July in Canberra. The meeting will facilitate discussion regarding early feedback on technology performance; feedback from industry on the scanning process; and the results of comparative testing Customs has undertaken with the scanner and current screening technologies.

Nicola stated that input from participants to contribute to the discussion would be appreciated. Michael Crawford pointed out that the feedback provided for this meeting would be in addition to the normal evaluation channels and should be information that participants would like to provide to CSIRO specifically about the technology.

Nicola reminded the group that feedback from the industry perspective is important for a balanced evaluation of the trial. Participants were reminded that input into the evaluation could be provided through Customs or directly to the evaluation team leader, Mike Sargent. It was noted that Dr Sargent would be seeking to meet with industry representatives at various stages as the trial progressed. Iain Flockhart asked whether Dr Sargent would prompt contributors on the type of information he would require or if a group meeting with industry participants would be considered. Customs would convey the proposal for a group discussion to Dr Sargent. Craig Templeman offered the upcoming AFCQ meeting on 1 August or 13 September as a venue for a potential evaluation discussion.

- d. Nicola advised that scanning using real-time cargo commenced on 26 June. The initial scanning period had presented some positive results and also some issues that Customs was in the process of working through. Procedures for recording of all aspects of facility operations are in place and these have been refined since day 1 of the trial to ensure all necessary information is captured.

- e. Nicola provided the group with the preliminary results from the first two weeks of scanning. The group discussed the findings. Iain Flockhart suggested the number of ULDs depicted in the results did not accurately represent the actual experience for the scanning of some of the larger flights. Nicola acknowledged that this was the normal experience for averaging findings and that the accuracy of the average would improve as the trial progresses and the data sample increases. Iain indicated that he had observed that the process was taking around 90 minutes from flight arrival to delivery to the Qantas CTO.

Mick Huston asked if any unpacks had been completed during the period. Michael Crawford advised that there had been a number of partial unpacks and the timings so far were between ten and fifteen minutes. It was noted that the time observed for unpacks and repacks to be completed would be dependent on the level of unpack required and the position of the identified anomaly within the ULD.

Tony Roach asked whether the results included the scanning of multiple flights. It was confirmed that at this stage, multiple flights were not being selected for consecutive scanning. Customs reiterated the undertaking to move to the next phase of the ramp-up only when necessary issues had been resolved.

Iain Flockhart sought clarification regarding the most recent Project Update circulated to ICG Participants. Iain expressed concern that the update indicated that Customs would be expanding flight selection to include 100% of arriving flights. Michael Crawford clarified that the selection process would be expanded so that all arriving flights would be eligible for selection although this did not equate to an increase in the number of flights selected on any one day. The gradual increase in the number of flights selected for scanning will be consistent with the ramp-up plan.

- f. Nicola provided additional information on the issues that had been experienced during the initial stages of operations. Mick Huston expressed concern over an incident alleged to have occurred involving cargo from a Thai flight. Mick understood that the cargo was left on the tarmac for approximately 90 minutes due to a communication failure. Jan Williams advised that no information concerning the alleged incident had been received by Customs. Jan further advised that a formal letter notifying of the commencement in operations, the scanning process and including a request for flight nominations had been sent to all CTOs, ramp services and carriers. Mick indicated that he had not received the letter in question and suggested that while he attended the ICG meetings as an airline representative, a greater level of communication with carriers was required. Cathy Slot suggested that the Project Updates could be circulated to a wider audience so as to provide a greater awareness for industry.

Iain Flockhart indicated that as a CTO representative he forwards information obtained from the ICG to interested parties. Iain also indicated that Customs had previously undertaken to organise an information session meeting with Brisbane carriers but was not aware if the meeting took place. Customs will review previous meeting minutes to determine whether the meeting had been arranged. Craig Templeman suggested that the Air Cargo Forum on 12 July may provide a suitable opportunity for the information session.

- g. Iain Flockhart provided information to the group regarding the concerns recently raised by the Transport Workers Union (TWU) affiliated Qantas ramp handlers. The TWU have voiced objections to the delivery of cargo from the facility to the CTO by Customs cargo handlers. It was noted that the agreed logistics model in place had been developed in consultation with all relevant parties, including Qantas ramp.

#### Item 4 – Other Business

- a. Cathy Slot inquired whether the issue of damages had been progressed. Customs has developed a damages policy for the facility and Michael Crawford undertook to provide a written overview of the policy to ICG participants.
- b. Iain Flockhart advised that numerous IATA requirements would be applicable for the facility in relation to dangerous goods and inquired whether arrangements were in place to ensure compliance. Michael Crawford indicated that Oceania were aware of these requirements, maintained a dangerous goods officer onsite during facility operation and were actively involved in airport emergency exercises.
- c. Tony Roach inquired whether the issue of priority cargo had been progressed. Jan Williams advised that if the presence of priority cargo was made known to Customs in a timely fashion something could be done to facilitate it as much as possible during the scanning process. This may include scanning the ULD containing priority cargo before other ULDs delivered on the same dolly train.

Iain Flockhart asked if a process had been developed for industry to follow when they are directed to deliver cargo to the facility. Jan advised that if the CTO has any concerns about cargo on the selected flight they should ring the hotline number. A number of CTO personnel were already using the hotline facility.

- d. Ange Kovacevic sought clarification on the scanning of loose cargo. Michael Crawford advised that it was Customs intention during the preliminary stages of facility operation that whole ULDs would be scanned. After the initial period loose cargo would be included for scanning and that all cargo from a selected flight should now be brought to the facility when so directed by Customs.
- e. Mick Huston sought confirmation as to when increased flight selection would occur. Jan Williams advised that the number of flights selected would increase from 10 July and the direction to deliver the cargo to the facility would be provided on the day the flight arrived.
- f. Mick Huston asked whether the scanner was doing its job. Michael Crawford responded by saying the scanner was performing the function it was designed to do but it was difficult to provide a definitive response without the information that would be obtained during the evaluation. There was some discussion on the technical characteristics of the scanner in comparison to existing technologies and the various elements of the trial.
- g. Craig Templeman provided some information to the group about a Brisbane cargo security survey. Kimberley indicated that DOTARS had contributed some funding to the survey.
- h. Jodi Latham conveyed a question she had received regarding the scheduled examination of perishable cargo by AQIS where the cargo is delayed as a result of scanning and is not available for the scheduled inspection time. If this occurs late in the day it may not be possible to reschedule an AQIS inspection until the next day. As the issue had not previously been identified Customs would consider the options and provide a response.
- i. Cathy Slot advised the group that CBFCA had won the tender for the industry ICS representative.

#### Item 6 – Next Meeting

The meeting closed at 10:10am. The next meeting was tentatively scheduled for 27 July 2006.

**Action Items**

- Confirm date for the next ICG.
- Customs to convene a communications sub-group to discuss communication strategies.
- Review previous minutes regarding information session for carriers.