

Brisbane Ports Advice to Users

The Port of Brisbane has witnessed a significant increase in container volumes through the port in recent years, particularly during the busy Christmas import season. Capacity at the port is currently being expanded to meet this trade growth through infrastructure developments being undertaken by P&O and Patrick, as well as new wharf development being undertaken by the Port of Brisbane Corporation. However, in the short term other initiatives need to be implemented to maximise existing terminal capacity and minimise delays.

Capacity constraints at the terminals typically occur during **daylight hours, which coincides** with the peak demand for truck slots. Unfortunately there are a finite number of truck slots available during daylight hours, with day slots often 100% utilised during peak hours. This potentially results in truck delays and difficulties in retrieving containers from the terminals within the free storage period.

In order to minimise delays through reduced demand during the day, the terminals have extended their Receive and Delivery times outside daylight hours and on weekends. To encourage and support the utilisation of these truck slots, a range of port service providers in and around the Port of Brisbane offer facilities to store or stage containers overnight for delivery the following day. Although this results in additional transport and handling costs, which are naturally resisted by importers, it can often be a more cost-effective option as it may eliminate detention charges, demurrage fees, and provide the importer with a more certain delivery time.

Importers and freight forwarders are advised to contact individual port service providers regarding opportunities to use of out-of-hours truck slots and their out-of-hours staging facilities.

To further assist, the Port of Brisbane Landside Logistics Forum has developed a number of tips for port users to facilitate the collection of import containers from the terminals within the free storage period. A fact sheet providing tips and comments is attached for your use. We hope this assists port users in managing the wharf supply chain, and we encourage you to pass it on to others who may benefit from this information.

MANAGING THE WHARF SUPPLY CHAIN

TIPS FOR PORT USERS TO FACILITATE THE COLLECTION OF IMPORT CONTAINERS FROM THE STEVEDORES WITHIN THE FREE STORAGE PERIOD

TIPS	COMMENTS
Early Information Exchange	
<ul style="list-style-type: none"> • Advise your transport operator of the shipment at least three days before the ship arrives. • Provide paperwork to your transport operator before the first day of availability (usually, but not always, the day after the ship arrives). • Advise your transport operator and freight forwarder early (ie, on the day of ship arrival or before), as to when the container is to be delivered. • Ensure the container has been Sea cargo cleared. 	<ul style="list-style-type: none"> • Early advice by importers and freight forwarders of delivery requirements enables transport operators to allocate the appropriate equipment and book slots (including possibly out-of-hours slots) within the free storage period. • Transport operators should check the Sea Cargo (SCA) clearance status in the stevedore's system before sending trucks to take delivery. This allows any issue with the SCA status to be resolved before the truck arrives. • There is sometimes confusion between the broker and the stevedore about whether a container has been Sea Cargo cleared (the duty might have been paid but the container might still be subject to a 'Customs hold' eg, for an X ray). Trucking operators will accept the stevedore's advice.
Early Payment	
<ul style="list-style-type: none"> • Pay duties and charges early. 	<ul style="list-style-type: none"> • Early payment allows containers to be cleared on time. • Late payment may result in storage charges.
Documentation	
<ul style="list-style-type: none"> • Accuracy is critical: <ul style="list-style-type: none"> - Delivery Orders must be signed and when required, 'D Stamped' and accompanied by a Quarantine Direction ie, it should not be not provided separately. - PRAs for exports need to be accurate and submitted to stevedores well before the containers arrive at the wharf. 	<ul style="list-style-type: none"> • Inaccurate, incomplete and/or late paperwork causes delays as a result of slots being booked late, missed slots, and delays in booking alternative slots. • Inaccurate or incomplete paperwork can cause a container not to be released when the truck arrives at the stevedore. This requires a new slot to be booked, which in busy times can delay delivery and result in storage charges and unnecessary trucking costs.
Utilising Night/Weekend Truck Slots	
<ul style="list-style-type: none"> • Utilising night or weekend truck slots can save time and money. • Pick up the container/s at night or over the weekend, store at an intermediate or 'staging' facility, and deliver the box on the next working day. • Cost the options: <ul style="list-style-type: none"> ➢ Pick up during the day and deliver direct, or ➢ Pick up at night/weekend, store at a 'staging' facility, and deliver the next day (or the following day). 	<ul style="list-style-type: none"> • When collecting during peak daytime hours, you risk: <ul style="list-style-type: none"> - delivery delays due to the restricted availability and number of truck slots. - incurring truck demurrage charges. - incurring storage costs (by picking up outside the free storage period). • It may be cheaper to pay to use a 'staging' facility, and gain more certain delivery times.
Extended Hours Of Operation	
<ul style="list-style-type: none"> • Consider opening warehouses or pack/unpack facilities at night or on weekends to allow out-of-hours deliveries. • Allow your transport operator after hours access to your facility/delivery point. 	<ul style="list-style-type: none"> • Out-of-hours deliveries may cost more, but they provide the opportunity to make use of night or weekend slots, and avoid storage charges, the additional costs of using a staging facility, and the potential costs of delays and demurrage.
Container Enquiries	
<ul style="list-style-type: none"> • If you wish to enquire about a particular container, ensure you have the container number, VBS slot number, carrier details and whether or not the random queue was used. 	<ul style="list-style-type: none"> • Lack of information/detail can hinder investigation.

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