

SFC



NSW



SEA FREIGHT COUNCIL OF NSW INC PROJECT

LANDSIDE INFRASTRUCTURE CAPABILITY – INTERNATIONAL CONTAINERS.

1. Project Objective.

1.1 Measure the impact on the landside infrastructure in New South Wales for:

- Low / medium / high end forecast increases in international container volumes as a result of increased trade
- Change in the ratio of 20 foot to 40 foot containers by comparison with current experience
- Any increase in the incidence of high cube containers.

1.2 The project outcomes will aim to enhance industry and government understanding of the key freight supply chain/infrastructure environment which will be expected to cope with future demands and which will facilitate timely decisions to optimise efficiency throughout the chain.

1.3. It is important to identify the impact of increased container volumes on each link throughout the NSW land based infrastructure, i.e. road, rail, intermodal hubs, distribution centres, empty container parks, staging areas, container freight stations etc. whether the facilities currently exist or are proposed.

1.4 The project will provide the following:

- factual assessment of current container volumes where the physical transportation occurs after containers leave the marine terminal and before they re-enter the marine terminal (eg staging, empty container parks, etc) for each category of container. This will be specific to 20/40 foot containers, reefer and general and include the sub groups within those categories.
- factual assessment of the capacity and ability of each stage to efficiently handle the current container population/ratio with identification of pressure points within the freight supply chain.
- forecasts based on best empirical data available of trade growth volumes over the next five (5) and ten (10) years including the resultant container population by type including 20/40 foot ratio. This will necessitate identification of the drivers both nationally and internationally of any increase in the NSW container population/ratio.
- forecasts should also take into account any increased incidence of high cube containers.
- logically reasoned assessment of the ability of each stage in the chain to handle the increased container population/changed ratio of 20 foot, 40 foot and high cube containers.
- strategic analysis:
 - identifying problem/impediment areas perceived to be responsible for inefficiencies in the chain by comparison with current practice and/or as a result of the increased container volumes/ratio.
 - Identifying potential solutions which should be considered.

2. Reasons for the Project.

2.1. The Sea Freight Council of NSW (SFCNSW) believes that within its objective to ensure impediments in the freight supply chain are identified and removed, it has a responsibility to establish what the impact of any increased container volume will be and having established that to identify well considered solutions which may be of use to stakeholders within the freight supply chain/infrastructure.

2.2 Current estimates of trade growth year on year are up to 7% per annum (although current experience suggests that may be conservative). In addition there are estimates that the current ratio of 20 foot to 40 foot containers will increase from circa 1.35/1.40 teu:1 container to 1.6+ teu:1 container. One reason given for the 40 foot container increase is the “China phenomenon” which may or may not be correct; thus the reason to establish international as well as national drivers to establish credibility in 40 foot container growth estimates.

2.3. There has not been a documented study into the impact on the NSW freight supply chain/infrastructure of increased container volumes and within that any increase in the percentage in the ratio of 40 foot units over 20 foot units.

2.4. SFCNSW is concerned that various stages within the chain/infrastructure may have difficulty in efficiently handling significantly increased container volumes and any change to the 20 foot/40 foot container ratio.

3. Project Scope and Methodology

3.1. SFCNSW does not wish to be prescriptive towards the scope and methodology of the project. SFCNSW is prepared to rely on the depth of the initiative of the consultant in making a proposal to ensure the project objectives are met and delivered.

3.2. Nevertheless, SFCNSW expects the work will be all embracing across every element of the chain/infrastructure and will embrace all relevant operational and industrial practices, interfaces, resource reliability (road and rail) and costs both under current circumstances and for the future. The requirement for empirical data should be well noted.

3.3. A key aspect of SFCNSW selection criteria in awarding the contract will be through the ability of the consultant to demonstrate how the project objective will be achieved. A thorough understanding and knowledge about the operational ‘drivers’ of container freight chain/infrastructure stakeholders and associated behaviour will be required and must be demonstrated.

4. Related Studies and Projects.

4.1. Reference material which could be relevant to the study includes:

- BTRE Working Paper 50 – Australia’s Seaborne Containerised Freight – August 2002
- Department of Transport and Regional Services – Freight Logistics Action Agenda March 2002.
- Department of Transport and Regional Services – Auslink White Paper 2004
- Deutsche Bank – Australian Transport Crane Spotting - November 2004

- Sydney Ports Corporation – Commerce and Logistics Review 2003/04
- Sea Freight Council of NSW – NSW Import Export Container Mapping Study – Jays Corporate Services February 2004.
- Sea Freight Council of NSW – Freight Supply Chains Misalignment in Hours of Operation – Meyrick December 2004 (to be released January 2005).

4.2. The consultant is encouraged to draw on other reference material as considered appropriate which should be identified in their submission.

5. Project Management.

5.1. The project will be managed by the Executive Officer (EO) of SFCNSW through whom all communication should be made. The Project Manager will be responsible to a Project Steering Committee (PSC) consisting of selected SFC members, which will have the option to call in other SFCNSW members or other industry/government personnel as may be considered appropriate.

5.2. The Project Steering Committee will:

- assess the project submissions.
- decide which consultant will be awarded the project contract.
- meet regularly with the consultant to review progress and agree content of the final report.
- review any variations deemed to materially affect the outcome of the study.

5.3. Any matters that arise which may be deemed to materially affect the progress of the project shall be communicated in writing to the Project Manager within 24 hours of the matter being known by the consultant.

6. Project Schedule.

The project will be completed within 16 weeks of the work being awarded. Submissions should include a time line of the various completion stages of the project as perceived by the consultant.

7. Key Deliverables.

Deliverables expected from this study are:

- Within one week of the project being awarded the consultant will meet with the PSC to expand upon approach to the work and to identify any difficulties in meeting the project objectives.
- Meet with the PSC or the Project Manager each month to report on progress (the Project Manager will be available any time to assist with any immediate difficulties).
- A draft final report at end of week 13 for review by PSC and if deemed appropriate by SFCNSW.
- A final report at end week 16 incorporating comments of PSC/SFCNSW.
- A PowerPoint presentation of the key findings.
- Two hard copies and one electronic copy of the final report..

8. Intellectual Property Rights, Documentation & Confidentiality.

The consultant undertaking the project will enter into an appropriate contract agreement with SFCNSW that:

- assigns all intellectual property rights to SFCNSW.

- enters into a confidentiality agreement with SFCNSW.
- provides the Project Manager with all documentation, electronic and hard copy, gathered and generated during the study.

9. Submissions.

9.1. Submissions to undertake this project will be marked 'Private and Confidential' and lodged electronically and in hard copy (two copies) with the Project Manager by close of business on Friday 21 January 2005.

9.2. The submission will include:

- an appraisal of the requirements of the project brief.
- a full description of the proposed methodology to deliver the objectives of the project.
- a timetable of completion of the various stages of the project as perceived by the consultant in achieving required delivery time of the final draft report and final report.
- a schedule of tasks and personnel to be assigned to those tasks.
- the consultant's company details (registered name, trading name, ABN, address, contact details).
- the names of all personnel who will be assigned to the study, their roles and responsibilities, qualifications, and other professional experience relevant to the work of this project.
- any perceived conflict of interest declaration and how it may be managed.
- details of professional insurance arrangements, workers' compensation etc.
- completed pricing schedule.
- any other relevant information.

10. Quotation.

10.1. The consultant will provide a quotation in accordance with the schedule at Attachment 1 to this brief. The quotation will include estimated hours and fee against each deliverable.

10.2. Details of any proposed travel and related expenses should be included in the attached schedule. SFCNSW will meet any reasonable travel and related expenses incurred in the performance of the work but should always receive the approval of the Project Manager prior to being undertaken.

10.3. Any variation to the consultant's project fees should be submitted to the Project Manager for approval prior to commencing work on the variation.

11. Selection Process.

Short listed candidates will be required to give a 30 minute presentation to support their written submission to the Project Steering Committee. This presentation will be critical in determining selection of the successful consultant. It is expected selection of the successful candidate will be made by 1 February 2005.

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Attachment 1.

Table 1 – Project Fees

Deliverables	Team member	Unit/Hours	Rate	Total \$A. Inc GST.
Total.				

Table 2 - Travel and Other Expenses

If this table is not completed, the amounts described under the Project Fees will be taken to be inclusive of all travel expenses and disbursements.		
Team Member	Description of Expenses or Disbursement	Rate Total amount \$A. (including GST)
(a)		\$
(b)		\$
(c)		\$
(d)		\$
(e)		\$

Please note - the above schedule assumes:

- Rates to be inclusive of the GST.
- Each of the above work items will be undertaken with, and under, the Project Manager’s ongoing direction and involvement

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