

**MINUTES OF MEETING
OF THE SYDNEY PORTS CARGO FACILITATION
COMMITTEE**

**HELD IN THE CONFERENCE ROOM OF SYDNEY PORTS CORPORATION AT
MOORES WAREHOUSE, PORT JACKSON ON TUESDAY, 16th. SEPTEMBER 2003.**

1. PRESENT

Hart Krtschil	Chairman
Jenny Jones	Sydney Ports Corporation
Morgan Noon	Sydney Ports Corporation
Steve Tonkin	A.Q.I.S.
Mark Hamilton	A.Q.I.S.
Peter Callaway	Australian Customs Service
Graeme Skevington	Shipping Australia Ltd.
John Notley	Pacific National
Paul Zalai	C.B.F.C.A.
Robert Lipton	A.F.I.F.
Glen Wood	M.U.A.
Hugh McMaster	N.S.W. R.T.A.
Brendan Bilston	Patrick (Pt. Botany)
David Phillips	Patrick (Pt. Botany)
Danny McConnville	N.S.W. Police Force.
Matthew Smith	R.I.C.
Alan de Courcy Ellis	Secretary.

Apologies

These were received from the following representative organisations: -

Patrick (Darling Harbour)
I.I.R.A.
T.W.U.
Timber Tallying.
P. & O. Ports
Roads & Traffic Authority (Guest)

2. MINUTES OF PREVIOUS MEETING

The meeting commenced at 1108. The Minutes of the previous meeting held on 19th August 2003 were then tabled, which were proposed and seconded that they represented a true and correct record of those proceedings.

3. MATTERS ARISING FROM MINUTES

A. PORT DEVELOPMENT

The Sydney Ports representative reported that there was very little new to report however members were informed of the following.

The A.A.T. (Australian Automotive Terminals) project at Glebe Island was progressing well with the demolition of the Somerville Road embankment (thereby increasing the car discharging area) was now underway and should complete in December 2003.

Gypsum Resources Australia upgrade of its facility is progressing well, and is expected to commence operations in early 2004.

Australian Cement Holdings (A.C.H.) is continuing with their pipe interchange and this is expected to be completed by January 2004.

The Molineux Point Port Botany project is going well; two new warehouses have been constructed, with a further three to be erected.

The corner of Simblast and Bumborah Point Roads is to be refurbished, this work will be executed during "off peak" road traffic operations so that minimal disruptions will be incurred.

The question was raised about railway changes which are being sought by the E.P.A. in reference to noise minimisation on existing and new rail corridors; the current solution is to erect barriers in the offending areas. However this is not always a practical or efficient method of controlling the noise problem.

B. A.Q.I.S. UPDATE

The A.Q.I.S. representative reported that the external examination and cleaning of containers for August 2003 showed the following: -

"High" level contamination was consistently below 1%

"Low" level contamination (which is cleaned on site) was at 17%.

These figures have remained the same for the previous two months.

The external examination of containers is currently under review for the whole “Commonwealth” with Queensland being the first state to be reviewed.

Members were also informed that P. & O. Ports had put in a bypass lane at their Port Botany terminal which had assisted in the outflow of containers and thereby reducing congestion in the gate area.

It was also reported that there is to be a further meeting between A.Q.I.S. and New Zealand authorities in reference to “burnt pine longicorn” (*Arhopalus Tristis*) on Thursday 18th. September.

The committee were reminded that A.Q.I.S. will be moving offices on the 22nd of September to 1, Crewe Place Rosebery, consequently service will cease on Friday 19th. At 1700 hours at the old premises and resume at the new location on Monday 22nd. At 0900 hours.

C. AUSTRALIAN CUSTOMS SERVICE

The Customs representative reported that in August 52,271 lines of manifested cargo had been reported electronically which was an increase of 1,388 on the previous month, which represents approximately 2.6%.

Manual lines were recorded as 307 in total representing nearly a 28% increase on June's 222.

The “Help Desk” calls numbered 6,707 nationally during August, these calls have been broken down to show the number of calls by percentage: -

Freight Forwarders	52%
Brokers	27%
Shipping Companies	13%

The National “Late Reporting” statistics at line level were as follows: -

Fremantle	12%
Sydney	14%
Melbourne	12%
Adelaide	12%
Brisbane	12%
Tasmania	23%

The Sydney figures show an improvement (decrease) of approximately 0.2% on July, and over the previous six months an improvement of 7%.

It was also pleasing to note that N.S.W. was sitting on the national average of 86%

The state position in regards to the report of in-transit cargo continues to be of major concern. As part of the Customs education program with cargo reporters, client visits are scheduled over coming weeks to discuss the position of individual reporters, including the requirements of the Border Security Legislation.

Customs advised that they had carried out five hundred and twenty (520) compliance tests on two hundred and eight clients during the month of August. Of these, two hundred and thirty nine (239) errors were detected. Of these fifty eight (58) were for the **non-report** of cargo and seventy six (76) were for the **late report** of cargo.

Customs tabled two graphs on the timeliness of cargo reporting which are self explanatory and attached to these Minutes.

The A.F.I.F. representative stated that his organisation had received their first complaint in regards to storage charges thought to have been incurred because of delays with the X-ray operation; actual details of the incident seem to be unclear at this point in time.

Customs informed the members that quite often insufficient data was the cause of delays, initial information required is the "container" number plus any other information that the clients has whether they consider it relevant or not.

The container X-ray situation for August is that the 100 units per day is comfortably being achieved.

The consensus of the Members was that Customs were now perceived to be operating the X-ray facility in an efficient manner.

D. INDUSTRIAL ISSUES

The A.Q.I.S representative reported that his organisation has successfully negotiated the new award with its employees.

E. R & D TRUCK REPORTS

The S.P.C. representative tabled the truck turn around times for August 2003, (which shows the times to be under 50 minutes) together with the graph of gate to gate times for the last thirty one months for all Sydney stevedoring terminals,

this graph shows that June 2003 to be the lowest overall, both documents are attached to these Minutes.

The recent Sydney Ports survey of truck turn around time still has minor details to be processed and the document would be available for next month's meeting.

F. RAIL SITUATION MEMBERS REPORTS

The Rail Infrastructure Corporation (R.I.C.) representative reported that there were a number of rail Inquiries in progress at the moment – including Menangle Bridge, Waterfall and N.S.W. Public Transport System, the latter which is inviting public comment and submissions.

The latest news on rail restructure is that the specific State Rail and R.I.C. functions related to the Metropolitan network will form a new entity. This new entity to begin existence from 1st January 2004. The Country infrastructure will remain in N.S.W. Government hands, but would be leased to the federally owned A.R.T.C. More details to follow in October 2003.

Two new non-interlocked crossovers have been fully installed at Botany yard, allowing greater flexibility in local train operations.

R.I.C. is beginning to roll out installations of various “wayside” devices on the Metro rail network. These devices can monitor the condition of the rolling stock passing that point. Some can detect out of gauge rolling stock, others detect flat or skidding wheels and others can detect hot axles.

It appears that the current rail operation at Rozelle will continue for another twelve months. R.I.C. is subsequently evaluating what infrastructure it will need to maintain / restore for train operations in the interim.

Planning is underway for resignalling in the area between Auburn and Granville. This will also have an impact on the operation of various multi user tracks in Clyde yard.

The Pacific National representative reported that “Industry Rail Windows” appeared to be currently under utilised by approximately 35% and this was surprising as there is a reported upsurge in volumes. With the peak period of import volumes starting.

It was also pleasing to report that communications with Port Botany terminals had improved.

The recent deal with Kellogg to transport their product by rail (as opposed to road) has now been delayed and will be revisited in 2004.

The Chairman found it concerning that during a period of increased volumes that the rail “windows” program was being under utilised.

The Committee was also informed that the industry and market place talk of other railway “operators” currently talking to one or two metro terminals. About the movement of their freight to and from Port Botany were correct.

Currently it was apparent that trains were not running to time, and all operators are working to improve on time train running. It was also quite clear that there appears to be a loss of momentum in rail carrying operations converting freight from road to rail when compared to the buoyancy of the beginning of the year, where good freight volumes moved from road to rail.

The Secretary tabled an E-mail received from R.I.C. in reference to track closures for maintenance in Marrickville Botany corridor; this document was dispatched to all members electronically on the 15th.September and is attached to these Minutes.

G. HAZARDOUS CARGO CONTAINERS

Members were reminded once again that as from the 8th of this month (September) no paper lodgements of dangerous goods will be accepted by the S.P.C.

H. PORT SECURITY ARRANGEMENTS

The M.U.A. representative stated to the members that they as an organisation had not been approached on this subject.
The Road Transport Association reported that they had not been consulted either.

The Dept of Transport and Regional Services (D.O.T.A.R.S.) have selected senior maritime representatives who were then invited to comment on the Draft Maritime Security Bill which went to the parliament last week. The details of operational requirements and regulations will be published next year.

Patrick Stevedores reported that recently found containers without “seals” and this situation had been reported to “Operation Neptune” (see January Minutes 2003).

4. **GENERAL BUSINESS**

A. **PORT POSITION**

The S.P.C. representative was unable to table the trade statistics for the month of August; (approximately 100,000 t.e.us.) however they will be ready to include with these Minutes upon dispatch to the members.

B. **EMPTY CONTAINER PARKS**

The Secretary tabled the empty container parks statistics, whilst the S.P.C. representative tabled the percentage utilisation capacity of empty parks for the past sixteen months, together with two graphs one showing forecast imbalance (import over export) and the other showing actual versus forecast, all the documents are attached to the Minutes for Members perusal.

5. **REPORTS BY COMMITTEE MEMBERS**

SYDNEY PORTS CORPORATION

Mrs J. Jones reported that there had been a restructure of management and that Graham Edgley was now manager in charge of navigation and pilotage services with Bart Pacheco having harbour master duties only.

The committee were also informed that there were new strong wind guidelines for vessels in Port Botany. The operational guide lines at the bulk liquids berth have also been upgraded.

Members were also informed that there was a proposal to erect a facility at 7 Darling Harbour which will accommodate the new vessels that will “run” between Sydney and Tasmania three times a week commencing in the New Year.

The new T.T. Line which will operate from 5, Darling Harbour, will have a “pile driving” barge moored alongside starting next week; consequently some vessel movements might require extra tugs.

Mr. M. Noon reported that the road at 7-8 Glebe will operate as a one way system in the near future.

M.U.A.

Mr. G. Wood asked the question in reference to the rumour that a new “linesmen” company were considering commencing operations in Port Botany. In response Sydney Ports stated that a company called A.M.S. would shortly be stationing two tugs in the Pt. Botany precinct.

N.S.W. R.T.A.

Mr. H. McMaster raised the question as to what progress had been made in relation to obtaining the membership of the Roads and Traffic Authority to the committee.

The Secretary responded that a contact had been made both by mail and telephone, with a representative being nominated from that organisation, however due to circumstances during the last two meeting he had been unable to attend.

6. OTHER BUSINESS

There being no further business the meeting closed at 1223 hours.

7. **The next meeting was confirmed to be at 1100 hours Tuesday 21st. October 2003. at Moores Warehouse, 3 Darling Harbour**

A. de Courcy Ellis
Secretary

