

Major changes impact container deliveries from Sydney Terminals

There are two major changes to Port Operations in Sydney that are about to impact on container collection and delivery. The first of these has just commenced and involves DP World and Patrick's Terminals, Port Botany commencing **24 x 7 operations**.

The major impact to follow this will be Sunday is now counted as a day of the usual three (3) free days of container availability. The simple explanation is: If a container becomes available for collection on a Friday it will be on first day of storage on Monday. As most importers are not in a position to take delivery on weekends then punitive storage charges will be impossible to avoid. Of course the container slot booking system further exacerbates this issue as slots are currently hard to get and sometimes are only available if booked days in advance. Slots are set to become even harder to get.

The second of these changes is anticipated early in the first quarter of the New Year and involves a **Congestion Tax** to be levied by Sydney Ports Corporation. This will involve a levy on containers collected in peak periods and is designed to spread the peak period to ease port congestion.

These two changes will make our ability to service your requirements for deliveries in normal working hours almost impossible so, to overcome this, we are recommending to our customers that they take advantage of our **Container Staging Service**.

This involves the collection of containers in off peak periods, usually at night or weekends and returning them to our depot, ACFS, for delivery as required in normal working hours.

Of course there will be a charge for this service but we believe this will be mitigated by a detention free collection at the terminal and a more efficient and flexible delivery period. Three (3) free storage **Week Days** at ACFS will be afforded to ensure this happens.

These issues are dealt with in greater detail by the attached bulletins put out by our association, the CBFCA, which we include here for your information. If you would like a quote for our Container Staging Service or would like to discuss these issues in greater detail, we are at your disposal.

Yours sincerely,

Ian Garling



National News Flash



Customs Brokers & Forwarders Council of Australia Inc.

NNF 2009/119 Sunday Operations at Port Botany

Further to *National Newsflash (NNF) 2009/117*, the Customs Brokers and Forwarders Council of Australia Inc (CBFCA) will be formalising its concerns to both Patrick, DP World and as required, to statutory authorities pertaining to revised Sunday operational policies at Port Botany - *for further background information, please click [HERE](#)*.

Pleaser also refer to the attached media release provided by the Australian Trucking Association NSW.

SUNDAY now considered a "normal working day" by Port Botany Stevedores

From 23 October 2009, Patrick will count Sunday as one of the 3 free days of availability and DP World will do likewise from 30 October 2009.

The CBFCA has received confirmation today (22 October 2009) on the following :

- Patrick Port Botany are making Sunday a day of 'availability' effective from Friday 23 October 2009.
- DP World Port Botany "Effective from 30th October 2009, Sunday will be counted as a normal working day for the delivery of import containers. Storage will be charged on all days. DP World are introducing this measure in order to encourage 24/7 R&D".

Up until this change in policy by both stevedores, if Friday was the first free day of availability, Saturday was the second free day and the Monday the last free day, with storage commencing on the Tuesday.

However under the new policy, if Friday is the first free day of availability, Saturday will be second free day and Sunday the last free day with storage commencing Monday.

For any further enquiries pertaining to this notice, please contact Paul Zalai (Manager Freight & Business Operations) on pzalai@cbfca.com.au

CBFCA National

Download Attachments:

[221009 ATANSW.pdf](#)

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National News Flash

Customs Brokers & Forwarders Council of Australia Inc.

NNF 2009/094 Peak Period Pricing Update

At the Customs Brokers & Forwarders Council of Australia Inc. (CBFCA) International Trade and Logistics Symposium (3 June 2009), the Sydney Ports Corporation (SPC) announced that the Peak Period Pricing (PPP) would be introduced during the first quarter of 2010. The SPC provided detail that they would administer the PPP on a *per truck* basis and that it would exist on top of the normal Vehicle Booking System charges administered by stevedores.

The proposed PPP time frames and charges are:

- \$160 per truck in 'peak' periods - 0500 to 1300 Monday to Friday
- \$80 per truck in 'shoulder' periods - 1300 to 2100 Monday to Friday
- \$0 per truck in 'off-peak' periods - 2100 to 0500 Monday to Friday
- \$20 REBATE per truck on week-ends

CBFCA Position on PPP

As outlined in NNF 2009/075, the CBFCA prepared a preliminary draft *Position Paper* focussing on PPP. As referenced in CBFCA e-com. 2009 - Issue 12 (15 July 2009) member feedback was collated resulting in the final version of the Position Paper (forwarded to SPC on 8 July 2009).

The CBFCA has subsequently received a formal response from, and met with, senior management from the SPC to address the alternatives to and / or modifications (including quantum) of the proposed PPP arrangements. The SPC acknowledged many of the issues raised by the CBFCA and gave a commitment to work through the recommendations.

However the SPC did not agree the CBFCA suggestion that alternatives to PPP be considered by stating 'The Government's response to IPART specifically included the introduction of a PPP for fixed slots. Failing this, we would move to a Dutch auction. As such a review will not be supported.'

In noting this response, the CBFCA has taken the opportunity to take this direct to the NSW Minister for Ports and Waterway, the Hon Joe Tripodi. The CBFCA will bring to the attention of the Minister the lack of focus on strategies other than PPP to achieve a primary PBLIS objective of increased utilisation of operating hours - further details will be provided in the CBFCA e-com. 2009 - Issue 15 (26 August 2009)

PPP Economic Impact

In parallel to addressing the issue at Ministerial level, the CBFCA will also be meeting with Access Economics on Tuesday 18 August 2009.

Access Economics has been engaged by SPC to conduct a cost benefit analysis of the proposed PPP and Operation Performance Management framework. As a part of the process, an Issues Paper has been provided to the CBFCA on a Commercial-in-Confidence basis. Some of the key questions proposed in the Issues Paper include :

- How will the PPP affect your business ?
- How will the proposed PPP lead your business to change its behaviour ? Will trucks be diverted to shoulder, off peak or weekend periods ? Will truck density change ? Will dual slots be utilised more frequently ?
- What are the benefits / costs to your business of booking a slot during a shoulder / off-peak / weekend period instead of a peak period ?

To support the CBFCA in dealing with this issue, any additional member feedback (preferably with quantitative data to support arguments) would be appreciated. Please forward details to Paul Zalai (Manager Freight and Business Operations) on 02 99753075 or pzalai@cbfca.com.au

Further information

For further details, including CBFCA submissions, please refer to the following links:

- [Independent Pricing and Regulatory Tribunal \(IPART\)](#)
- [Port Botany Landside Improvement Strategy \(PBLIS\)](#)

On these keys at the CBFCA National Conference in three weeks time Mr Grant Gilfillan (Chief Executive Officer, SPC), stevedore and transport representatives will be discussing PBLIS developments. For those who have not registered to attend it should be noted that this forum represents a tremendous opportunity to hear from and network with these key industry leaders - to find out more, please click [HERE](#).

CBFCA - National

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