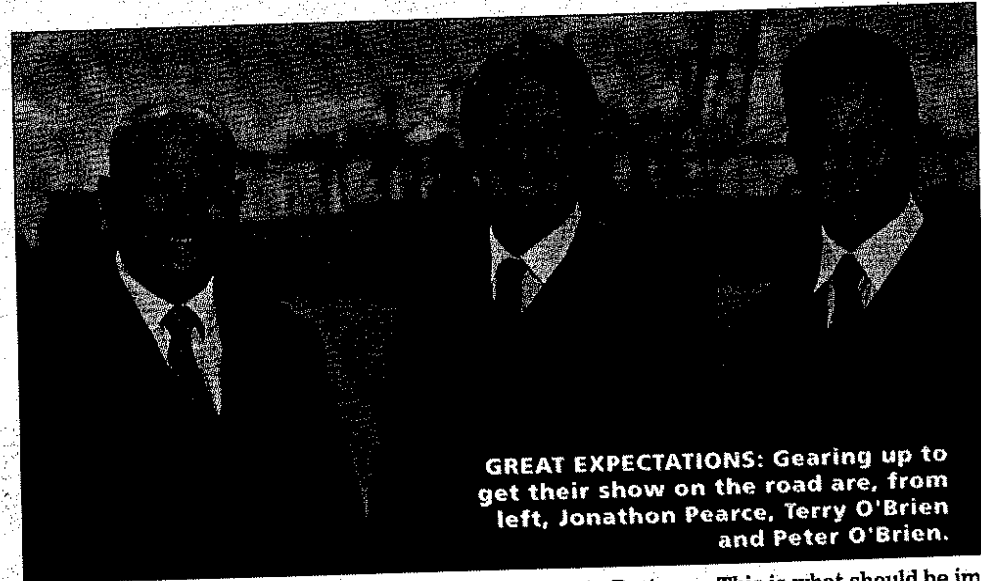


Rail transport to/from MIST Terminal, and road delivery Sydney metro area

DUKC firm plans launch in Weipa

Exciting month coming up for Dynamic Under Keel Clearance system firm with Weipa debut and European office opening, reports **ROB MCKAY**



GREAT EXPECTATIONS: Gearing up to get their show on the road are, from left, Jonathon Pearce, Terry O'Brien and Peter O'Brien.

OCTOBER 1 will be a signature day for Dynamic Under Keel Clearance (DUKC) system company OMC International.

That Wednesday should see the system operational in Weipa.

That night, Australian time, OMC also expects to open its first European office, headed by Anglo-New Zealand pilotage expert Captain Jonathon Pearce at Howbery, headquarters of hy-

“opaque”, though he acknowledged the current Torres Strait and Great Barrier Reef pilotage review may have had an impact.

“It’s being kept very much under wraps,” Dr O’Brien said, echoing the view of some pilotage firms about their review.

DUKC technology at Port Hedland and Cape Lambert but with operational issues, now that more ships have to sail on the high water.

“We are going to a situation where now rarely we get three ships wanting to use the high water. In five years, we are going to have to sail seven ships on the high water.

This is what should be implemented by mid-December in ports on Germany’s Weser River waterway.

“It’s totally non-platform dependent, so it can actually stand alone as well,” Capt Pearce said.

“There are some ports that don’t need charting software because everything can

Brisbane men jailed for customs and excise fraud

Lauren Lewis

TWO principals Labrador Liquor Wholesale of Brisbane have been ordered to serve a four-year jail term after failing to pay a \$13.8m fine for customs and excise duty frauds.

Labrador Liquor Wholesales ran a licensed bond store where goods could be stored temporarily without having to pay customs duty.

From 1995 until 1996, the company exported seven shipping containers to Fiji and one to the Solomon Islands, providing documents to Customs

being sold in Australia. In 2006, Jeffrey Andrew Bryce and Lawrence Eric Wright were found guilty of 45 offences against the Customs Act and the Excise Act in a case dating back to 1997.

The company and both men were ordered to pay \$1.01m in evaded customs and excise duty and were fined \$5.06m each.

Arrested

In December 2006, the Court of Appeal of Queensland reduced the evaded duty amount to about \$926,000 and the fines to \$1.01m each.

after failing to pay a \$13.8m fine for customs and excise duty frauds.

Labrador Liquor Wholesales ran a licensed bond store where goods could be stored temporarily without having to pay customs duty.

From 1995 until 1996, the company exported seven shipping containers to Fiji and one to the Solomon Islands, providing documents to Customs indicating that the contents of the containers were alcohol and cigarettes.

A small amount of alcohol and cigarettes were in the containers but most of the contents were dutyfree goods that were

Act in a case dating back to 1997.

The company and both men were ordered to pay \$1.01m in evaded customs and excise duty and were fined \$5.06m each.

Arrested

In December 2006, the Court of Appeal of Queensland reduced the evaded duty amount to about \$926,000 and the fines to \$4.6m each.

Mr Wright started his jail sentence in May 2007 and Mr Bryce began his sentence after he was arrested in September 2007. They would have to serve a minimum jail term of two and a half years.

Toll chief financial officer Neil Chatfield resigns

TOLL Holdings chief financial officer Neil Chatfield has resigned from the transport and logistics group to pursue private interests, the company said last week.

Toll managing director Paul Little said Mal Grimmond had been appointed acting chief financial officer. Mr Grimmond has been

chief information officer for two years and had the role of director of business solutions. Before that, he spent four years as chief financial officer for Pacific National, where he was responsible for the integration of the financial and IT functions after the purchase of the National Rail and Freightcorp business.

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That night, Australian time, OMC also expects to open its first European office, headed by Anglo-New Zealand pilotage expert Captain Jonathon Pearce at Howbery, headquarters of hydraulics research institute HR Wallingford, in the UK.

OMC executive director Terry O'Brien said the three-year contract with the Ports Corporation of Queensland (PCQ) would allow DUKC to extend from Weipa to Gladstone through the existing Australian Maritime Safety Authority (AMSA) using existing AMSA regulations.

Trials were underway and Capt Pearce had accompanied the new 90,338 dwt Rio Tinto bulker, *RTM Wakmatha* on a trial run.

Weipa is on the doorstep of rival under-keel clearance (UKC) system provider Torres Industries.

Still, he was not entirely relaxed at AMSA's Torres Strait UKC accreditation process, regarding it as

"opaque", though he acknowledged the current Torres Strait and Great Barrier Reef pilotage review may have had an impact.

"It's being kept very much under wraps," Dr O'Brien said, echoing the view of some pilotage firms about their review.

"I think the whole thing is more complicated all the time."

Tested

He thought there was a greater likelihood of a single UKC and a single provider or a single UKC and two providers, rather than two UKCs.

OMC had already opened two small offices in Brisbane and Perth this year, with business expected to burgeon, especially out west.

"We have one engineer about to fly over to the office in Perth," Dr O'Brien said.

"We had been using it on a fly in-fly-out basis because we've got an enormous amount of work in the north-west, not only with the expansion of channel design using

DUKC technology at Port Hedland and Cape Lambert but with operational issues, now that more ships have to sail on the high water.

"We are going to a situation where now rarely we get three ships wanting to use the high water. In five years, we are going to have to sail seven ships on the high water.

"We are working with BHP and Rio to be able to optimise the total liftings on each tide."

Chief executive Peter O'Brien said OMC aimed to have larger WA projects handled progressively in Perth rather than at its headquarters in Melbourne.

On the software front, the DUKC portable pilot unit (PPU) got its first serious workout with the *Iron King* grounding in Port Hedland early last month.

The PPU is embedded on pilot laptops.

DUKC can also be integrated into existing vessel traffic service (VTS) systems in towers - another option tested by the *Iron King*.

Both give the vertical dimension to charting and manoeuvring packages.

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This is what should be implemented by mid-December in ports on Germany's Weser River waterway.

"It's totally non-platform dependent, so it can actually stand alone as well," Capt Pearce said.

"There are some ports that don't need charting software because everything can be done visually but they want the capability to deal with the under-keel side of it.

"That keeps the cost right down from going for a full-blown pilotage system."

OMC's international aspirations should be given a further boost next month as part of the European Union's four-year, Euro20m, Maritime Navigation and Information Services (MarNIS) research project, now nearing completion. A key component is the port operation and decision support system (POADSS) portable pilotage unit.

The DUKC has been incorporated into the most recent version of the POADSS.

An official live demonstration of the POADSS will take place on board a vessel in the port of Lisbon on October 16.



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