



SAL welcomes new third container terminal operator at Port Botany

Vale – John Jenkins

It is indeed with regret and condolences to his family that we report the passing away of John Jenkins on 7 May 2010, as he was a pioneer of the massive transition from conventional to container shipping in Australia and was always heavily involved in the stevedoring industry. Following his retirement in 1988 from the position of chairman and managing director of Overseas Containers Australia Ltd, he remained very active in the industry including working with the Hon Peter Morris on the development of the final warehouse to wharf report in 1995. Shortly thereafter, he became executive director of the Australian Chamber of Shipping until 1999 and, as readers will be aware, the chamber was one of the predecessors of Shipping Australia Limited. John made a significant and major contribution to the maritime industry in Australia which will be long remembered by all his friends and colleagues.

NSW Government announces Port Botany reforms

The NSW Minister for Ports, Paul McLeay announced, on 29 April this year, new regulations which are part of the Port Botany landside improvement strategy and which developed new performance benchmarks between stevedores and transport carriers as part of a reform package. It is aimed at a more efficient and transparent landside operation at Port Botany. The objective is to reduce congestion and eventually lead to a 24/7 supply chain operation. Both trucking companies and the stevedores will face financial penalties if they perform below the set standards.

There are many details yet to be developed in consultation with all parties and SAL has raised some concerns regarding the appropriateness of the proposed \$10 increase in wharfage on full containers. For more read SAL's press release at www.shippingaustralia.com.au.

Port developments in Victoria

The Victorian Government is seeking submissions by 30 September this year on a report released in April this year entitled Shipping Melbourne's Freight Future which includes proposals for an intermodal solution to service Melbourne's growing containerised freight task. The report proposes three rail-to-road terminals in the West, North and South-East, complemented by a number of road-to-road terminals sited to serve freight activity.

On 12 June, the Victorian Minister for Ports, Tim Pallas, called for expressions of interest from industry on new ways to expand container capacity at the Port of Melbourne. The Minister said that "while development of Webb Dock and introduction of a third stevedore remains an option to meet growing container capacity at the port, we do want to go back to industry and examine some of the alternatives in greater detail".

The Port of Melbourne Corporation has been requested to explore and provide advice on all options for the provision of additional container capacity at the port.

Progress on empty park congestion at Melbourne meeting

SAL was pleased that at the meeting with stakeholders, including the Victorian Transport Association, held in Melbourne on 10 March that it was agreed to establish two working groups; one aimed at improving the transparency of the supply chain information via electronic means and the other working group to concentrate on operational improvements that could ease congestion at the container parks in Melbourne.

SAL will participate with other stakeholders in the development of viable solutions which will hopefully, not only improve the situation in Melbourne, but could also improve empty park operation in other major container ports around Australia.

Importantly many maritime crew visas will expire in the second half of this year

The Department of Immigration and Citizenship has advised Shipping Australia to ensure that vessels arriving in Australia are made aware that many of the current maritime crew visas that foreign seafarers hold will expire between July and December 2010 as they reach the end of their three year validity. The Department has emphasised that the master of the vessel is responsible for ensuring all sea crew and supernumerary crew (except Australian and New Zealand citizens) on international voyages to Australia hold a valid MCV and a valid passport before the vessel enters Australian waters.

Heavy penalties apply for crew members that arrive in Australia without a valid visa and it is relatively easy to check if a crew member has an MCV and the visa expiry date by visiting the Department's online checking facility at www.immi.gov.au/sea/mcv and by entering the crew member's passport number, nationality and date of birth.

Honour for OMC International founder

Dr Terry O'Brien has been awarded the Order of Australia medal for services to the maritime transport industry in the Queen's birthday honours list announced on 14 June. Dr O'Brien founded the OMC shipping technology group in 1987 and its under-keel clearance technology has since been adopted by ports around Australia as well as several international ports. On 16 June, the group announced it had won a contract to install the system in Rio Tinto's Western Australia Cape Lambert port and it includes extension of the existing system for Rio's shipping operations at the port of Dampier.

Rail service challenges for Port Botany

On 22 April this year, Patrick Port Logistics announced that it will cease operating rail services to and from Port Botany from 30 June 2010. In their view, currently rail's share of freight movements to and from the port remains poor at around 23 per cent and Patrick Container Ports Director, Paul Garaty, stated that the requirement to invest in their Camellia rail terminal to continue operations was a contributing factor in the decision.

It was noted that Patrick had subsidised rail in the past on