David Hislop (Hetherington Kingsbury) continued as Chairman of both the SAL Queensland State Committee and Steering Committee. Geoff Daigleish (K Line) has been appointed Deputy Chairman and will head up each committee when David relinquishes his position in October 2013.

Other members of the Steering Committee are Sharon Ralph (APL), Russell Stuart (Gulf Agency Co), Gary Wotherspoon (Hyundai MM), Steve Pelecanos (Brisbane Marine Pilots), Matt Hollamby (Patrick Terminals), Peter Keyte (Port of Brisbane Pty Ltd). Bill Guest remains as Secretary.

It was disappointing to lose John Widdis from the Committee following the decision of Malaysia International Shipping Corporation (MISC) to withdraw totally from container shipping and close their Brisbane office.

The Steering Committee was expanded to compensate for the decision made mid-year to reduce the number of State Committee meetings from bi-monthly (six) to quarterly (four). As such the objective is for the Steering Committee to promptly cover the more urgent issues.

Equally the intention remains that each State Committee meeting will commence with an address by a speaker on a subject of special relevance to the shipping/transport industry. Presentations in 2012 included –

Damian Garske (PBPL) – operation and benefits of the PBPL Vessel Tracker system which covered ship movements between Port Cartwright and Breakfast Creek in real time. Data acquired from on board AIS transponders via Google Earth and includes QShips input.

Brenton Winn (Brisbane Marine Pilots) - demonstrated the new inclusions of the BMP website which had been revamped to provide better operational data for the many ships that now had internet access. The website also provides details of the various port procedures (including passage planning etc) and is intended to be a useful aid (with links also to MSQ) for ships visiting Brisbane.

Greg Messiter (Regional Programme Manager DAFF) – In presenting ‘Changing DAFF – The Way Ahead’ Greg explained that earlier Biosecurity threats (Foot & Mouth, Asian flu etc) against Aust called for 100 per cent intervention at the border (airports, seaports, mail) and this committed substantial resources. The new mission is to provide a stronger DAFF public presence (get the stakeholders involved) and to pursue a rational risk return approach to Biosecurity issues.

Allan Ulmann (TMR Project Manager) and Deb Daly (Communications Officer) provided details of the Port Connect Project which centres on the upgrade of the Port of Brisbane Motorway. This State Government funded venture starts at the Gateway Bridge and duplicates much of the present roadway by increasing to two lanes in each direction and then building a four lane extension to Prichard St, Lytton. Completion will be mid 2013 and from there (the port boundary) it will be the responsibility of PBPL to construct the matching extension when projected cargo growth justifies.

Bevan Moore (Manager of Operations Business. Queensland Fire and Rescue Service) clarified the processes for both the operational procedures and financial consequences (recoveries) following a 000 call. It was stressed that the key objective of the QFRS is the protection of life, property and the environment. Such governed the level of response to any perceived emergency which may be difficult to initially interpret and would be dependent on the reliability of the information flow. An emergency requires immediate action and, in accordance with the Fire Act, that is to take all reasonable measures to deal with that could (or maybe) caused to any persons, property or to the environment.

Isnan Rahman (Manager – Brisbane Container Terminal - BTC) provided a breakdown of the substantial worldwide activities of Hutchison Whampoa Limited (WHL) of which Hutchison Port Holdings, (and hence BTC) is a subsidiary.

For ports and related services under the HPH banner there are seven regions globally. Australia is within the Australia North Asia (ANA) division and defined as Hutchison Port Australia (HPA) which is responsible for operations in Brisbane and Sydney (incl Enfield).

For Brisbane, berths 11 and 12 (total quay line for 11 and 12 is 660 metres) are likely to have 5 cranes to service 8 container stacks (9 across and up to 5 high) with further expansion then

By BILL GUEST, state secretary
dependent on business opportunities. Depth along the quay line will be 14 metres. Six automatic stacking cranes are to be delivered and assembled by early Jan 2013.

It should be also noted that invitees to State Committee meetings regularly include senior representatives from MSQ, DAFF and the AC& BP Service. Their input is valuable and feedback confirms the benefits they also receive by gaining broader industry knowledge.

2012 Overview
Despite ongoing trading and competing challenges among the container operators, which has seen the demise of MISC, cargo volumes through the Port of Brisbane continued to show positive growth. The million container throughput in early 2012 was another milestone with export volumes being supported by substantially improved liftings of cotton, grains and cereals plus reefer products (beef). The Asian region, especially China, was the main export destination.

Improvements in imports can again be attributed to the ongoing strength of the Australian dollar and CSG/LNG projects (machinery/pipes etc). The strong Australian dollar continues to facilitate import growth especially in white goods and motor vehicles and puts yet another nail in the coffin of Australian based manufacturers with the inevitable escalation in unemployment levels.

Shipping agents have also released staff in Brisbane with Maersk making the decision to relocate their Customer Service Centre to Sydney by mid 2013 with many employees being unable to move interstate. SAL is only too pleased to assist local employment by circulating CVs to members and the shipping/transport industry.

Employment issues are also impacting on Queensland and Federal Government instrumentalities with whom we closely work. Since the election in March of the LNP Newman Government, Maritime Safety Queensland (MSQ) has been downsized and relocated within the Department of T&MR under the Safety and Regulation Division. SAL works cooperatively with MSQ and expects to be involved when MSQ move to a purely regulator role for port pilotage services – refer Queensland Ports Pilotage below for further details.

Both DAFF and the AC&B Service adopted sound risk assessment policies during the year in response to the timely reexamination of their processes/procedures and the inevitable pressures on resources. More details follow under respective subject headings.

2012 Issues
Queensland Shipping Information and Planning System (QShips) progressive upgrades in reaction to user needs has ensured the reliability of this web based ship management system. MSQ has developed useful ‘add ons’ and more recently electronic invoicing (pilotage and conservancy accounts) has been successfully introduced. Design started in 2002 with the system becoming mandatory in 2009. Since then a number of refinements has improved the functionality of the system albeit that this essential tool does remains short of a ‘one stop shop’.

Harbour Control
Some siting of the shipping channels still occurs well after the disastrous Jan 2011 floods. The PBPL keeps the industry informed of depths and dredging activities but has stressed the need for agents to provide at least 14 days notice to the PBPL/RHM of deep draft ship arrivals/departures.

Mooring Gangs – the size of gangs at some facilities became a safety and operational issue in 2011. In an effort not to enforce fixed (and possibly excessive) numbers the Port Procedures Manual was amended to read ‘the master/owner of a vessel is responsible for the safety and number of mooring crews required to moor and unmoor his vessel safely’. There were no related issues in 2012.

Passing Restrictions – SAL members raised concerns that passing restrictions within the Brisbane River had not been reviewed for a number of years and that the current rules were resulting in some ship delays. It was acknowledged that the more modern and larger container ships had not been factored into the regulations. The Regional Harbour Master, with Bris Marine Pilots and SAL input, is presently reviewing with any changes likely to be implemented by April 2013.

Pilotage – Queensland Ports
Following substantial rate increases in 2010 and 2011, which included some ‘catch up’ inclusions, there has been acknowledgement by MSQ that rate adjustments should provide ample warning to industry and be more in line with CPI movement. Service users would prefer lower but more predictable rate increases over frequent (yearly) timing rather than substantial increases over a longer period. Rates did increase by 5.5 per cent on 1st July 2012.

Further to the Overview comment, it should be noted that since 2002 MSQ have been both the regulator and service provider for Queensland ports. This is with the exception of Brisbane where Bris Marine Pilots (BMP) provides services under contract with MSQ.

It is the objective of MSQ to return strictly to the regulator role and careful examination is now being given to such issues as the provision of pilots, service delivery, pricing mechanism and safety regulation.

While the safety regulator would definitely be MSQ, the ‘provision’ and ‘delivery’ elements both are presently under intense review and no decision has yet been made on the preferred model. The ‘pricing mechanism’ questions present more difficult solutions in that while port specific charges are preferable that would make some remote ports uneconomical to service. Industry has acknowledged the legitimacy of some cross subsidisation but the influence of a number of pilot providers has to be worked through and that will take time!

SAL will have input and will continue to stress the need for rate transparency and that MSQ revenue derived from the pilotage services be directed back into that industry.

Once recommendations are made and accepted by the Queensland Government there will need to be legislation changes and that is unlikely before the early/mid 2013. Meantime the MSQ contract with BMP is due for renegotiation but with the regulator role for MSQ still be defined an extension until 2017 is probable for current contract conditions.

It is to be noted that MSQ presently control the Brisbane Smartship simulator commissioned in 2012. This facility offers courses for Marine Pilot training and may not ‘fit’ the regulator role of MSQ. A decision concerning this Queensland State asset is yet to be made.

Pilotage – Coastal
In late 2010, as a consequence of the 2009 grounding in the Torres Strait of the ‘Atlantic Blue’, the Australian Transport Safety Bureau (ATSB) identified deficiencies in the safety management of Queensland coastal

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pilotage operations. At the request of AMSA the ATSB then initiated an investigation to ensure that the processes set by the three service providers adequately minimise the risks of shipping accidents in the Great Barrier Reef and Torres Strait.

In fact the service providers initiated many corrective actions, especially related to a series of MO54 amendments, well before the release of the final ATSB report in October 2012.


Brisbane Port Security

The Maritime Security Identification Card (MSIC) remains under ongoing review with conditions tightening to exclude applicants convicted of more serious criminal offences. This has resulted from recommendations made by a task force headed up by State Attorneys General which examined the adequacy of maritime (and aviation) security measures to combat serious and organised crime at Aust (airports) seaports.

As a consequence background checks are more in depth and at additional expense to applicants.

Many MSICs are now in the time scale to renew or if not then each must be returned to the MSIC issuing centre.

Landside Logistics Forum (LLF)

Initiated and chaired by the PBPL and includes industry stakeholders with the main objective of improving transport efficiencies within the port environs.

2012 issues include:

Overdimensional Cargoes - Procedures for OD loads on PBPL roads were confirmed. All OD vehicles (4.5 width and over) travelling on gazetted public access roads at the Port of Brisbane must apply for a police permit and have a police escort (when available). PBPL can assist when police are unavailable to escort such loads. In this instance, PBPL is required to forward a Traffic Plan to Police, and, subject to police approval, supply Traffic Controllers. The costs for this are borne by the freight forwarder or cargo owner.

Overweight Cargoes – while the availability of a fully automated weighbridge at the BMT has helped to reduce the risks of OW cargo/containers exiting FI, more corrective incentives will be encouraged when the Department of Transport and Main Roads positions weigh in motion (WIM) facilities in both directions on Port Connect. These WIM units should be in operation in March 2013 and will compliment similar WIM devices being installed at the DP World FI terminal.

During 2012, PBPL negotiated a mass concession for vehicles exiting the stevedore terminals which allows them to exceed statutory limits within the Port precinct. This is designed to allow overloaded vehicles to proceed to facilities within the port precinct to resolve the overload by weighing the vehicle, unpacking the container, or changing the truck or trailer.

Port Motorway – with the completion of Stage 2, the PBPL is now examining the timing and options for the upgrade of Port Drive. While it is pleasing that the motorway will cope with projected traffic for some years the same cannot be said for rail.

It is of concern that, with cargo doubling over the next ten years, rail access into the port will be constrained by competition from passenger trains and lack of capacity west of Ipswich. The PBPL is actively pursuing this important issue with the Queensland Government.

PBPL/TMR/QTLC Import/Export Logistics Chain Study - has been underway since Sept 2012 and a draft report will be produced by late January 2013. The major objectives of this study are to gain a clear understanding of the landside movement of containerized and non containerized commodities and their supply chains. Also establish current and contestable boundaries for each commodity plus identify current and future restrictions in these supply chains.

Australian Customs and Border Protection Service (AC&BPS)

A cooperation relationship continues between SAL and the AC&BPS in Brisbane. The Chairman and Secretary met early in the year with Dr Ben Evans who, as the incoming Queensland Regional Director for the service, expressed his intention of being ‘hands on’ with the shipping community. That has occurred with Dr Evans attending a SAL Queensland State Committee meeting and later addressing members and industry participants at an SAL luncheon.

It is pleasing that the AC&BPS has set a national objective of moving from the manual compilation of Customs documents to a more streamlined web based system. As such responsive PC programs are being developed. SAL input is to be sought along with other industry consultation early in 2013.

Meantime in respect to other local issues

Immigration Clearances – Customs firm that for first port callers the immigration clearance will NOT be issued until first line and the actual arrival notification is in the ICS. Until then no one can disembark. This issue was raised initially as some agents
had assumed that for a ship berthing out of hours, and no Customs officer in attendance within a reasonable period, then a clearance had been issued albeit not delivered!

Berthing times – changes to be advised to Customs (by email or phone) within 12 hours prior to arrival as corrections some four to six hours out are not always reflected within QShips.

Crew Lists - Customs prefer provision in PDF format but are prepared to accept in Excel.

Section 15 – extended to cover the new HPH berths at FI 11 and 12.

Attendance Hours – industry kept informed of adjustment to Customs ship attendance hours where routinely the local office is not attended between 2215 and 0500 hours daily. As such there is cooperation re the issuing of pre clearances (incl Immigration) when it is known that vessels will be departing outside those working hours.

In respect to ships at anchor, a Form 175 only is required rather than Customs needing to be present to witness crew changes. Additionally amendments to Form 5 (Ships Stores and Bond Store releases) mean that Customs officers now no longer attend commercial vessels for every bond store release.

Department of Agriculture, Fisheries and Forestry (DAFF) – the Federal Government decision to absorb AQIS within DAFF has brought positive results along with the objective for DAFF to strengthen the interface with industry. That has certainly happened and SAL is appreciative of the DAFF approach to risk management and keeping industry well informed of further initiatives.

SAL have been involved with the consultative process regarding new biosecurity legislation (coupled with the redrafting of the 100 year old Quarantine Act) which is to be introduced in July 2013.

Pratique fees were to increase in October 2012 but have been put on hold as corrections to be DAFF Vessel Monitoring System (VMS) are made. Within the DAFF risk assessment approach there will be financial incentives for ships to become ‘compliant’ and thus less likely for inspection.

Training

While SAL are not now conducting face to face training, the new web based ‘Fundamentals of the Maritime Industry’ provides a convenient substitute. Details are located on the SAL website under Courses and Careers.

Industry Networking – it is pleasing to report that Young Shipping Australia Queensland (YSAQ) got off to a good start in August with a visit by seven to the MSQ Vessel Traffic Office at Pinkenba. This generated more interest in YSAQ where currently membership is over the 40 mark from 10 different agencies. The lead role has been taken by James Kurz of PAE who organised a YSAQ table at the SAL Shipping Industry Ball on the 12th October, followed by a visit on the 22nd October to the MSQ Smart Ship Aust Simulator at the Airport precinct.

Further functions are in the pipeline with the inaugural AGM planned for Feb 2013. That will be to elect the leadership committee and set the fee structure to support future YSAQ activities.

Events

In the interests of maintaining social interaction within the shipping/transport industry, SAL continued to hold networking functions during the year.

In May the SAL Golf Day was held at the Pacific Golf Club in Carindale and in October the SAL Shipping Industry Ball at Moda Events Portside was attended by 280 for an enjoyable evening.

Each event received great sponsorship support from which financial contributions were made to the Brisbane Mission to Seafarers and Stella Maris Apostleship of the Sea organisations – both worthy recipients.

SAL Luncheons for members and industry participants. Guest speakers

In August - Dr Ben Evans (Regional Director Queensland) of the AC&BPS. Subject - ‘The Boarder towards 2025’.

In November – Llew Russell AM (CEO of SAL). Subject – ‘What can 31 years in shipping teach us about the future’?

SAL is grateful that the Queensland Minister for Transport and Main Roads the Hon Scott Emerson has made his time available to speak on the 11th April 2013. Details will be advised closer to the date. Anyone wishing to receive invitations to SAL Functions should make contact with the Queensland Secretary Bill Guest on 07 3378 2477.

Objectives for 2013

To continue to make a positive contribution to the Queensland shipping community in the interests of SAL members. With the reorganisation of Queensland State Committee meetings and the increase in Steering Committee members, SAL Queensland can more quickly respond to the urgent issues.

There is no doubt that all parts of the industry will continue to feel financial pressures during 2013 and the Secretariat will work with members to mitigate the effects. It is noted that the Maersk Customer Service Centre (at Toowong) will relocate to Sydney by mid 2013 and for staff unable to move, SAL can distribute CVs through the industry to assist reemployment.

Australian Government
Department of Sustainability, Environment, Water, Population and Communities
Australian Antarctic Division

Executive Level 1 – Ongoing
$97,768 - $104,657 pa

The Shipping Technical Manager will be based at the Australian Antarctic Division’s Kingston (Tasmania) Headquarters and will support development, management and evaluation of procurement processes for any new icebreaker. The successful applicant will undertake associated industry briefings, project implementation/management of any new icebreaker and its associated support systems/infrastructure and operational shipping technical management and support.

Closing Date: 29 March 2013

Applicants must ensure that they provide sufficient information relevant to the advertised selection criteria which are available on our website at www.antarctica.gov.au/jobs

Please send applications to Personnel Services via email to recruitment@aad.gov.au

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