



Patrick Rail Terminal under construction at Patrick Terminals – Sydney AutoStrad



## Patrick Terminals: Continuing to deliver investment and innovation

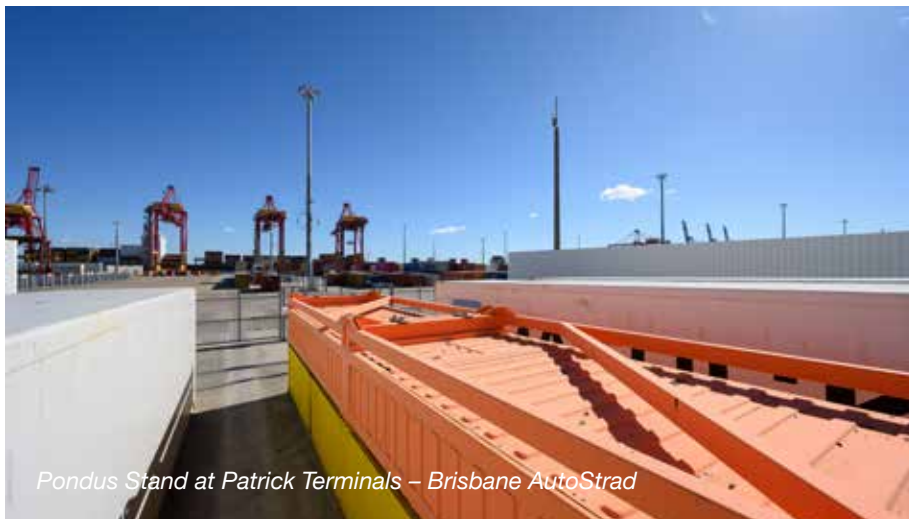
By MICHAEL JOVICIC,  
Chief Executive Officer, Patrick Terminals

Throughout 2020, Patrick Terminals has continued to invest in infrastructure to deliver increased capacity and efficiency at all four Patrick terminals, throughout Australia. With over \$150 million in capital expenditure in FY 2020/2021, Patrick Terminals is leading the market with improvements in infrastructure at Australia's ports.

The investment at Patrick Terminals operations has included world-class rail infrastructure, significant equipment procurement and terminal technology upgrades. Major capital procurement has included new quay cranes, straddles, rail development in Sydney, terminal operating system upgrades and Fremantle terminal redevelopment. The upgraded terminal operating system rollout commenced in Melbourne, with all terminals completed by November 2020, with the upgrade of the final terminal, Brisbane. The new system delivers best-in-class international

standards, with greater customer visibility delivering even further improved customer service levels.

At each of our terminals, specific investment has delivered a step-change in operational improvements. Patrick Terminals - Fremantle installed a ZPMC Post Panamax Crane to service larger vessels, with 19 container width capability, in early 2020. Patrick Terminals – Melbourne commissioned two ZPMC Post Panamax cranes with 19 container width capability, and four new straddles. Whilst



*Pondus Stand at Patrick Terminals – Brisbane AutoStrad*

in Brisbane, two new straddles were added to the fleet and a new Liebherr crane is scheduled to arrive early 2021.

Patrick Terminals – Sydney AutoStrad has seen significant investment in six new straddles and the \$190 million port side rail terminal, in conjunction with NSW Ports, to improve rail efficiencies and reduce truck movements around the port. With an additional Liebherr ship to shore crane (Australia's largest) scheduled to arrive in early 2021. This new crane will deliver unrivalled large vessel capability, with the four largest ship to shore cranes in Australia, and access to the deepest draft container berth in the port of Sydney, offering a premium direct access to the most efficient landside rail connectivity. The additional Liebherr ship to shore crane will increase the Patrick total crane fleet in Port Botany to nine.

Stage one of the rail project is on track for completion by end of 2020, with stage two set for completion mid-2023. The new rail terminal will increase rail capacity from 250,000 TEU to, in excess of, 1 million TEU, connecting Port Botany directly with intermodal terminals and regional markets.

The significant capital expenditure by Patrick Terminals will deliver superior landside service, improved efficiencies, improved safety, increased capacity and best in class customer service levels, throughout the operations.

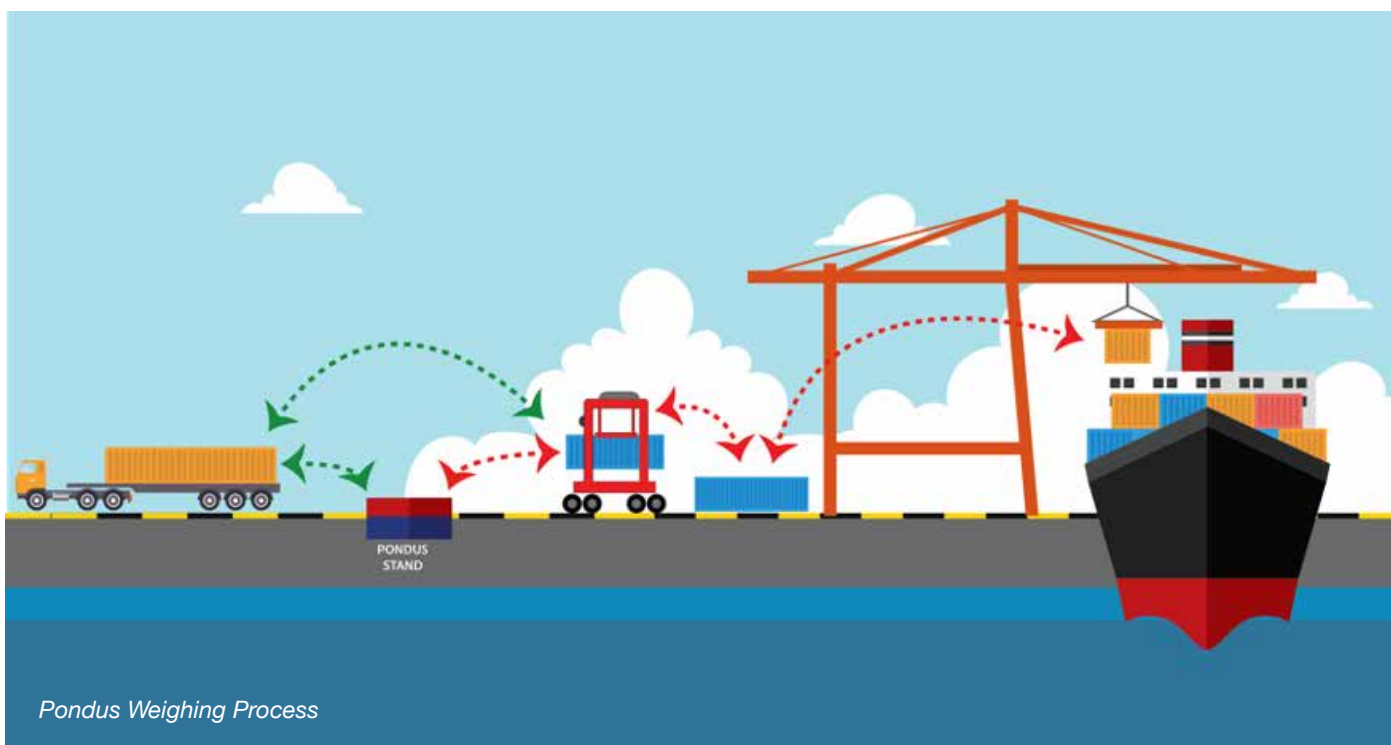
#### **Step Change in Safety for Container Transportation**

Patrick Terminals recently launched an innovative weighing solution to help drive safety across the container handling sector. Mis-declared containers create

potential safety risks throughout the supply chain, from transport companies to terminal operators and shipping lines. This new weighing solution, Pondus, will help identify mis-declared weights by statistically sampling containers for weighing, and then automatically notifying customers of weight discrepancies ( $\pm 1$  tonne) allowing parties to better meet their Chain of Responsibility obligations.

Since July 2016, the International Safety of Life at Sea Convention (SOLAS) has required shippers to obtain and document the verified gross mass of a packed container, prior to vessel loading. This is a legal requirement. A mis-declared container has potential implications for safe loading of vessels, sea voyage and road transport.

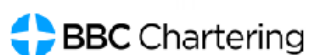
With the new Pondus system, both import and export containers will be statistically sampled for weighing on the Pondus stand, and mis-declared containers will have a charge placed on the relevant transport company for imports or shipping line for exports. Numbers weighed will be governed by what is reasonably practicable given the operational circumstances prevailing at the time. The certified and automated Pondus platform precisely weighs a container to the National Measurement Institute requirements in seconds on purpose built, calibrated load detecting instruments. The Pondus Stand then automatically interfaces with our system to report accurate container weights to the party transporting those containers. ▲



*Pondus Weighing Process*



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