



Queensland

By GEOFF DALGLIESH,
Secretary

Well, 2021 has been another year coming to terms with the pandemic, with all its twists and turns and each state having different ways of dealing with it.

I know some readers will agree with me and some maybe not, but over the last two years I feel like we have gone from being one individual country to being individual states and territories.

In any case, it is what it is and we just must deal with it.

On a more positive note, we did manage to hold our Annual Golf Day, with 104 entrants. The event raised \$1,000 for The Mission to Seafarers and Stella Maris. It was good to see everyone so happy to get together and to communicate in person rather than via Zoom meetings etc. A good day was had by all and I thank all the sponsors who, without their generosity, the day would not have been a success.

In addition, we also managed to have a SAL Luncheon, which was very generously sponsored by The Port of Brisbane. Our guest speaker was Mr David Janetzki MP, LNP Deputy Leader of the Opposition, Shadow Treasurer and Shadow Minister for Investment and Trade. Mr Janetzki gave a very good address with a view to where the Party had been, where they had made changes and where they see the Party going in the future. They want to get back to the Party faithful, listen, learn, act, and become much more competitive at the next election. There were 60 guests who all enjoyed the lunch and the talk, and my thanks go to David for his attendance.

Unfortunately, the Annual Ball was not able to be held again this year and in fact will not be for at least the near future or possibly ever again.

At this point in time, I would like to thank Michael Travers from MSC as Chairman of SAL Queensland, who has ably

supported the Secretary over the past two years and is always available to help when needed.

On a further positive note, the latter part of this year has been a lot more “upbeat” than at the start with Port of Brisbane indicating container volumes are on the rebound. Full imports up 7% and exports up 20%, along with motor vehicles up 13%. Bulk materials headed by cement products up 13%.

This is on the back of a wetter year in Queensland, resulting in good returns for agricultural crops and at some most appealing commodity prices.

The Chief Executive Officer of the Port of Brisbane, Mr Roy Cummins left the port this year and his replacement at the time of writing is not known. I know one of Roy’s pet subjects was rail to the port from Acacia Ridge, where the current Inland Rail will finish. Let’s hope his replacement will be just as keen to pursue this important subject.

A big change for the Port of Brisbane occurred this year with the appointment of a new port pilotage company, in the name of Poseidon Sea Pilots. They have won a 10-year contract term and will take over from Brisbane Marine Pilots commencing 1 January 2022. MSQ will still be the regulator and my understanding is that the change will not affect pricing and/or any level of service.

The Port of Townsville has made very good progress on widening the channel and will continue until completed which is planned for 2024. Already completed is the 2.2-kilometre rock wall and 62-hectare reclamation area.

Trade overall for Townsville dropped for the year but container trade rose 17%, and motor vehicles 34%. The bulk side was down from 8.2 million tonnes to 7.7 million. The decline on the bulk side was driven

mainly by mineral concentrates being sourced locally rather than from overseas.

The Gladstone Ports Corporation has advised that current Chairman Mr Peter Coronos, AM will not be seeking reappointment after 27 years and so will leave some very big shoes to fill.

The North Queensland Bulk Ports Corporation indicates that some ports under their control are performing very well under the pandemic conditions, along with the China stand off and others, a little bit down on previous years.

All in all, container carriers are reporting full ships - both inbound and outbound, which, however, did influence container levels and subsequently sent freight rates ballooning. Motor vehicle imports appear in a similar vein to containers, however some part supply problems (mainly chips) are causing concerns.

The cruise industry though has not had a good year, which was fully expected with the virus issue.

Coastal shipping is still on the state government’s agenda with further developments scheduled to commence next year. Our understanding is that of the \$21 million dollars allocated will be for cadet training, possible subsidies on port charges etc but not for the purchase of vessels in any way or form. So, for this to work there needs to be an interested party to supply and operate a vessel.

This summary is basically a review of what I thought were the more notable events on what happened over the year and I apologise to readers if I have missed any subject out.

May I take this moment in time to thank everybody for their help over the year and to wish each one of you and your families a safe and happy 2022. ▲

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New South Wales

By MELWYN NORONHA ,
Secretary

Wearing two hats does feel different! After taking over as CEO, I have continued at the helm of the Committee as its Secretary. Being closely involved with all of SAL State Committees has proven beneficial in staying abreast of the issues on the ground.

Like last year, this year too has been both challenging and stimulating. The same two matters that took centre stage last year have continued to disrupt the shipping industry this year too – COVID19 and industrial relations disruptions on the Australian waterfront. These disruptions continue to severely impact some parts of the supply chain questioning their resilience. However, with the current demand surge, shipping as a mode has proven resilient, having historically adapted and accustomed to disruptions.

Our Chair, Bill Rizzi continues to lead the NSW State Committee. With COVID19 and its variants continuing to restrict movement, the Committee meetings this year were all held via video conferencing with the last meeting held on 8 December.

COVID19 – Seafarer vaccinations and crew changes

With the rollout of a COVID19 vaccine at the beginning of this year, attention shifted to seafarer vaccination. Vaccination of international seafarers across the world including Australian ports has since remained the focus. Although a coordinated national approach has been lacking in Australia, NSW Health, the port operators, and the port authority along with the Mission to Seafarers have proactively been able to get seafarers vaccinated at regular intervals at some ports in NSW. All involved do deserve the recognition.

With relaxation of border restrictions, both federally and in NSW, the State became the preferred location for crew changes. Fully vaccinated seafarers arriving by air can now enter NSW and go directly to their vessel. At the time of writing, the onset of the new variant Omicron is being closely monitored by Australian health experts and hopefully it does not become the next hurdle for seafarers who have already silently endured the pain, while delivering the goods in the last two years.

SAL continues to engage and liaise with Federal and State agencies to support its members with day-to-day crises providing information to the Government to encourage them to make good decisions that support the continuation of maritime trade.

SAL's COVID19 Page on the website is being regularly updated with the relevant Federal and State restrictions as they come to hand, and SAL's Secretariat continues to assist its members who may have specific questions or circumstances relating to crew changes and medical care for seafarers.

Transport for NSW's (TfNSW) Empty Container Working Group

TfNSW's Empty Container Working Group continued to meet periodically during 2021 to examine and deal with port congestion issues related to the management of empty containers. It engaged with stakeholders across the container freight supply chain, from shipping lines to cargo owners, to assist in implementing practical, whole-of-supply chain solutions. Monthly performance reports with targets produced by TfNSW using aggregated and de-identified data were presented to the Group at each meeting.

A mid-year survey of road transport operators was conducted, and input sought from the transport industry on after-hours operating models, the use of alternative de-hire/collection pathways and general observations on required system improvements. As a key finding, transport operators have acknowledged benefits to after-hours de-hires including better slot availability and faster turnaround times. However, these efficiency gains are offset by additional labour and vehicle operating costs. A sub-group will review the findings of the survey, propose actions and report back to the ECWG at the next meeting in February 2022.

A handful of shipping lines are yet to join the club in providing electronic delivery orders to empty parks in NSW. However, with the imminent onset of simplified trade and freight community systems across the global supply chain it is only a matter of time before this occurs.

Set up as temporary working group, ECWG members have now agreed to retain the working group as an ongoing industry representative forum with a strategic focus on medium to longer term improvements that increase the efficiency of the empty container supply with tactical discussions if required. The meetings will now occur every two months and will provide an opportunity to consider outcomes from out of session discussion between relevant stakeholders regarding identified initiatives.

Meanwhile, SAL was disappointed with the introduction of the Empty Container Incentive Scheme at Port Botany. The introduction of the scheme has been criticised by the shipping industry. Shipping companies are already incentivised to evacuate empty

containers. And the introduction of the scheme does not take into account that there are issues completely outside the control of shipping lines. It has been argued that the Scheme has not had the desired effect nor changed behaviour.

Port Authority of NSW (PANSW) - New Port management System - OnePort

Earlier this year PANSW commenced discussion with relevant stakeholders outlining its new port management system – OnePort. It is the consolidation of the Port Authority's three port management systems into one platform, servicing all port users in New South Wales – including service providers and internal operation areas. At SAL's October State Committee meeting the Authority presented to members including shipping lines and, following feedback received through the consultation, the delivery date for Port Kembla and Eden is now the end of March 2022. The delivery in Newcastle remains unchanged and is scheduled for the end of June 2022. It is understood that some testing of the new system commenced at the end of 2021 and will continue in the New Year. Training sessions and resources will be made available to all impacted users in the new year, ahead of the rollout.

Remake of the Ports and Maritime Administration Regulations 2012

Transport for NSW completed its review of the Ports and Maritime Administration Regulation 2012, as required under the Subordinate Legislation Act 1989 staged repeal process. The Regulation came into effect on 1 September 2021.

Consistent with previous submissions to this review, SAL recommended an

appropriate inclusion that would not unfairly require a vessel to pay a second navigation service charge for re-entry to the same port. Sadly, this recommendation was not accepted. However, a fifty per cent reduction in the charge now applies for re-entry to Port Botany and Sydney Harbour. The reduction in the charge does not apply for re-entry to Port Kembla and Port of Newcastle.

The 2021 Regulation also includes:

- requirements for the handling of dangerous goods in ports with some amendments and introduces the power for the Minister to require empty container storage facility operational data;
- moves some of the carrier cancellation rules from the Regulation to the Port Botany Landside Improvement Strategy (PBLIS) Mandatory Standards.

More recently, the NSW government commenced a comprehensive independent review of the Ports and Maritime Administration Act 1995 and PBLIS. Amongst other things the review will consider whether the objectives of the Act remain current and if any changes to PBLIS are required. Leasing arrangements at Botany, Kembla and Newcastle and stevedore charges are not within the scope of this review.

At the time of writing, a discussion paper is due to be released with stakeholder engagement to commence in 2022.

Functions

Not surprisingly this year too, COVID19 severely thwarted the Committee's ability to hold its customary Parliamentary Luncheons and the Biennial Newcastle

Luncheon. However, with the vaccine rollout and the easing of some restrictions in NSW towards the latter end of the year, the Committee was able to hold its legendary event – "SAL's NSW State Committee Christmas Luncheon".

For a third year in a row, Hyatt Regency's Maritime Ballroom was the preferred venue. Attended by over 300 guests, feedback received suggests that the event this year was a memorable one and "remains the 'must attend' event for shipping in Australia". Guests were able to mingle with their industry colleagues after a long period of restrictions and this year's new addition of live music did create a true party atmosphere.

The event's main sponsor was Ausport Marine and the support sponsor was Svitzer. Entertainment sponsored was ACFS Port Logistics and AGS World Transport. Port Phillip Sea Pilots sponsored the table gifts, including a beautiful book titled "Pilot on board: the 175th anniversary of the Port Phillip Sea Pilots". In traditional fashion, proceedings closed with the lucky door prizes.

The Committees' Chairman and Secretary are extremely appreciative for the continued support and interaction between by all members of the NSW State committee at the meetings and their input on issues that impact shipowners and agents during this difficult time.

As we move into 2022, one can only hope that the COVID19 low pressure system abates soon, and the industrial relations turbulence is resolved. NSW has a number of interesting challenges ahead ranging from a review of its port's governance and regulatory framework to an assessment of its ability to cope with the changing landscape of shipping. ▲



Victoria

By JAMES KURZ,
Chairman

One hundred and thirteen days of cumulative lockdowns for Melburnians in 2021 saw most of the regular Shipping Australia Victoria social events cancelled.

The sole 'in person' event held in 2021 was the annual Shipping Australia Victoria Golf Day, held at the picturesque Waterford Valley Golf Club on 17 March. After being cancelled at the 11th hour in 2020 due to COVID-19, a field of 75 eager players across 18 teams competed for the Phil Kelly OAM Perpetual Trophy. Patrick Terminals took out first prize by a considerable margin – Congratulations to Adam and the team! SAL VIC greatly appreciated the support of our major sponsors; Svitzer, Port Phillip Sea Pilots, Port of Melbourne, Fiji Water and Wallenius Wilhelmsen Lines. Planning for the 2022 Golf Day is underway, with a date set for 23 March 2022.

The popular Shipping Australia Victoria end of year Luncheon has had to be scaled back this year due to COVID-19 limitations. We look forward to bringing you a bigger and better event in 2023.

The Quarterly Victorian State Committee meetings were held remotely due to COVID-19 restrictions. While it was disappointing to not be able to meet face to face, it was pleasing to see regular attendance and robust discussion at all meetings. We greatly appreciate the efforts made by the committee to attend and remain engaged in these discussions that ultimately aim to promote and advance the interests of all members. I would like to acknowledge the support of our Victorian State Secretary, Charles

Masters and our Deputy Chairman, Peter Cream (Svitzer) and extend my thanks for their continued input and stewardship of the Victorian State Committee.

In August, the Port of Melbourne announced the Webb Dock East Extension. The project aims to deliver benefits for the port-related supply chain, and is part of a 30-year, \$1.5 billion port development strategy that maps out an extensive investment program designed to ensure that Melbourne's ports can service the needs of all Victorians. Webb Dock East has a berth length of 660m, enabling two vessels of 300m to be berthed concurrently. However, there has been an increasing number of vessels longer than 300m calling at the Port of Melbourne, leaving the terminal only able to service a single vessel. The extension project will include the removal of a redundant concrete structure (known as "the knuckle") at Webb Dock East Berth 4/5. Removal will extend the berth length by 71 metres to give a new berth length of 731 metres. This removal will restore Webb Dock East to a two-berth terminal in line with the original design objective.

In September, the Port of Melbourne released the Container Logistics Chain Study report. The purpose of the report was to provide an update on the current container supply chain in Melbourne. It also informs policy development and investment decision-making for the Port and the Victorian Government. The major findings of the report were that the centre of activity for container movements remains in the west of Melbourne and that strategic transport planning

to meet freight needs is necessary across Metropolitan Melbourne. It also found that rail mode share has declined significantly since the last study in 2009, due to most of the freight originating in metropolitan areas where there is no access to rail infrastructure. This is being addressed by the Victorian Government, Port of Melbourne, and industry through investment in rail infrastructure to develop a metropolitan port rail shuttle network.

Three metropolitan intermodal terminals are being developed – in Somerton, Altona, and Dandenong South, while the Port of Melbourne is currently investing more than \$125m in infrastructure and a new operating framework to receive port rail shuttles. In addition, Port of Melbourne's 2050 Port Development Strategy includes a port rail shuttle link to Webb Dock, which will be the location of much of the port's future growth in container volumes.

The Maritime Union of Australia announced their latest round of National Protected Industrial Action (PIA) on 27 September 2021. The PIA consists of strikes and work bans at Patrick Container Terminals in Sydney, Fremantle, and Melbourne, as well as rolling industrial action in Brisbane. The timing of this latest round of PIA is unfortunate, as Victorian businesses continue to face challenges from the COVID-19 pandemic and an already stressed global supply chain. It also comes as we enter peak season, with goods arriving in the lead up to Christmas and farmers looking to export the best crops they've harvested in recent years. The Victorian State Committee greatly appreciates the ongoing engagement and updates from members Patrick Terminals Melbourne on this issue and fully support their efforts to resolve the matter as soon as possible.

As 2021 draws to a close, I have reflected on the year that was and what I've learnt. The main takeaways from the year for me were the importance of people you work with, the value of your networks and the pertinence of the famous Albert Einstein quote "In the midst of every crisis, lies great opportunity."



Victoria (continued)

By CHARLES MASTERS,
Secretary

I had hoped the need for reference to the pandemic would be long gone and forgotten. Sadly, this has not been the case and as I write, Melbourne appears to score the unenviable record of enduring the longest shutdown of all cities globally. Voted over successive years as the world's most livable city it has felt almost the opposite.

Three quarterly State Committee Meetings were held via video conferencing during

the year. Many subjects were covered off, and suffice to say the port community at large continued to function with safeguards adopted to minimise risks of transmission between seagoing and landside personnel. One terminal operator incurred short closures after one or two staff tested positive to COVID19. Of greater concern has been the disruptive industrial stoppages targeted at one of the terminals by the Maritime Union seeking

better conditions through an enterprise bargaining agreement. Given the many who found themselves without work and small businesses on the brink, it defied logic how the greedy few could leverage self-interest and not wait for a resumption of a more normalised situation.

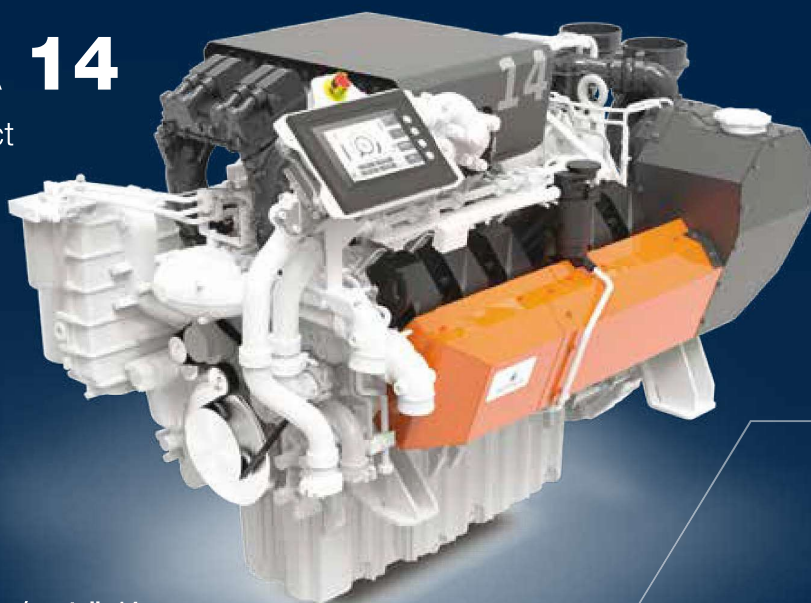
It has been a fascinating year with its many challenges, and it is with sincere hope as we enter 2022 that life as we know it returns to normality. ▲

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Western Australia

Economy good, logistics difficult

2021 has again proved to be a challenging year for much of Australia, particularly on the East Coast. However, despite the challenges and border restrictions imposed upon us due to the global pandemic, Western Australia has, for the most part, been able to remain open allowing business to (almost) continue as usual.

The West Australian economy was at one time the best performing economy on the planet, thanks in no small part to the significant role that the shipping industry plays within the state. Vessels not only moved record numbers of containerised cargo through Fremantle port, but also assisted in the resurgence in mining

volumes being exported. Mining volumes were driven mostly by the exceptional performance of Iron Ore that was experienced midway through the year, which was helped along by Chinese demand for the product.

In addition to the outstanding performance of the miners, West Australian grain farmers experienced very favourable growing conditions throughout the year. At the time of writing, these farmers are already in the middle of harvesting their crops for what is expected to be a record harvest that is anticipated to net well over 20 million tonnes according to the latest GIWA forecasts. With much of this grain being exported, the shipping industry will

again be called upon to ensure the safe passage of cargo between countries.

Despite these positive developments for West Australian exporters, it hasn't been all smooth sailing and some challenges remain within the shipping sector. Shipping companies struggled significantly with moving equipment around to meet cargo demands and their weekly schedules continue to be severely hampered by various influencing and ongoing factors.

As we move forwards into 2022, we hope to see some of the challenges that are currently being experienced within shipping either become subdued or dissipate completely with the opening of interstate and international borders. ▲



South Australia

By PAUL PAPARELLA,
Chairman

Volumes down for South Australia

Adelaide volumes declined some 5% in the last 20/21 financial year handling 403,218 TEU in comparison to the previous year of 422,653 TEU. Contributing factors were the decline in export volumes to China which impacted wine, grain, logs and hay. In addition to this, Flinders Adelaide Container Terminal reported an overall decline of 20% in vessel calls, in comparison to budget. Adelaide's status as a deficit port for empty containers also impacted on volumes with carriers preferring to repatriate containers directly back to

Asia rather than supplying the Adelaide export market. Overall, empty reposition units to Adelaide were down around 40% compared to the previous year.

New addition to the Port

In December 2020, a new 480mt grain loader was discharged at 20 berth Port Adelaide for loading grain. The grain loader was imported by Cargill.

Retirements

On 29 October 2021, Terry Longbottom retired from MSC after a long career

in container shipping. Terry began his career with ACTA Shipping in the 1970's, and he was involved at the beginning of containerisation in South Australia.

We wish Terry a long and happy future.

Fund Raising

On 14 October, the Industry held it's annual Golf Day at West Lakes Golf Club. There were 110 golfers who participated and \$3,000.00 was raised for Stella Maris, Port Adelaide. ▲