



Yesterday the Container section Committee met with representatives from Hutchison Ports to discuss their imminent opening and operation of their Sydney International Container Terminal (SICTL) at Port Botany. Hutchison will present detailed training sessions available to carriers to ensure that their personnel are fully aware of the operating systems and procedures applicable at the terminal.

The quayside is 1.3 kilometres long and contains four berths each with two quayside cranes, initially only two berths will be working. Containers will be unloaded from the vessel by these cranes and placed onto the ground. Manned straddle carriers move the containers to the stacking area and automated stacking cranes (ASC's) place the containers into the stack or remove containers for loading out onto trucks.

Prior to entry trucks must have an accepted manifest and this must be completed 15 Minutes before truck arrival. Trucks access the terminal via the bridge off Foreshore Road and turn right around the roundabout until they reach the entry kiosks, The driver will have his/her MSIC card checked at the kiosks, and they must input the correct manifest PIN for the visit. Trucks then proceed to the grid waiting area and wait for a loading position under the ASC's. Drivers must observe the terminals safety procedures at all times otherwise the automated equipment shuts down and this will mean delays to trucks.

The following is a rundown of basic information that will assist you to visualise your trucks transit through the terminal in a safe and efficient manner:

- The terminal is due to commence operations at the end of October 2013;
- Initial terminal operating hours will be day shift only 06:00(am) to 14:00 (pm) Monday to Friday; subject to operational requirements
- Anticipated starting volume of approximately 200 containers per week and growing;
- Terminal business rules are in line with the mandatory standards of PBLIS and all applicable regulations;
- There will initially be approximately 24 timeslots per hour per shift (or as prescribed by PBLIS);
- Hutchison have developed their own VBS (not 1 Stop) referred to as the Truck Appointment System (TAS) and carriers will need to be subscribers;
- Hutchison will provide container/ship availability and receival information through their TAS;
- SICTL will broadcast terminal operation messages through the TAS with email to subscribers.
- SICTL will also publish vessel schedules through the 1-STOP VBS;
- Management of Dangerous Goods (DG) and Out of Gauge (OOG) container require special appointments pre-arranged in TAS with the yard leader
- Reefer and Sideloader transactions are in line with current procedures used at Pt Botany terminals;
- Weigh in Motion scales are located at the terminal exit and all trucks will be weighed when leaving;
- SICTL will provide a repositioning or turnaround service at the terminal, if required (chargeable).
- Carrier slot drop times will be confirmed in the near future;
- The dates for carrier's registrations will be advised in the near future;
- Only bona fide carriers can subscribe and there is one log in per carrier;
- Driver access to the terminal is based on having a valid MSIC card and a valid manifest PIN for each visit.
- SICTL Site inductions are required for drivers and they will be available on 1-STOP MSIC page at the end of this current week;
- Drivers must complete the driver induction at least 48 hours before their first entry into the terminal;