



**WA Port Operations Taskforce**  
December 2019

Thursday, 5 December 2019  
8:00am-10:00am  
FP Administration Building

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- |                          |                                |
|--------------------------|--------------------------------|
| <b>Chairman</b>          | • Graeme Wilson                |
| <b>Executive Officer</b> | • Michael Pal/Sophie Gillespie |
| <b>Next Meeting</b>      | • Thursday, 6 February 2020    |
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### Agenda

8:00am	Welcome, opening comments and apologies	Graeme Wilson
8:05am	Confirmation of last month's minutes	Graeme Wilson
8:10am	2019 Truck Survey results	Fiona Callander
8:45am	End of year morning tea	All
9:00am	High St upgrade presentation	Main Roads
9:20am	Round table	All
9.35am	Smart Ports presentation	Dom Thatcher
9:55am	General business and meeting close out	All

**Invitees:** ACFS Port Logistics( WA) Pty Ltd, AMLab, Arc Infrastructure, Australian Border Force, AWH Pty Ltd, Cristal Pigment Australia Ltd, Curtin University, Department of Agriculture, DP World (Fremantle) Ltd, EES Shipping Pty Ltd, Graeme Wilson, Freight Trade Alliance (FTA) PTY LTD, Freight and Logistics Council, Fremantle Freight and Storage, Fremantle Ports, Integrated Container Logistics, Intermodal Link Services, JD Container Logistics, Linx Stevedoring Pty Ltd, Lou Valsecchi & Associates, Main Roads Western Australia, Maritime Union of Australia, Mediterranean Shipping Company (Aust) Pty Ltd, Medlog, Morton Grain and Seed, ORPS, Patrick Terminals, PMR Freightlines, Qube Logistics (WA) Pty Ltd, Stevenson Logistics Pty Ltd, Sturich Transport, Superscoop Transport, Toll Global, WA Transport Workers' Union, Western Roads Federation

**Apologies:** Customs Broker and Forwarders Council Australia (CBFCA), Aurizon

## Meeting Overview - December 2019

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### Truck Survey 2019 Presentation

- The results of the 2019 Truck Survey were presented with the following major findings discussed:
  - Container trucks declined compared to the previous survey despite an increase in trade, with large increases in background traffic including passenger vehicles and other heavy vehicles.
  - The percentage of container trucks in general traffic on Tydeman Road has declined from 11% to 9% and from 2% on Port Beach Road to 1%.
  - The majority of trucks (85% on Tydeman Road and 93% on Port Beach Road) continue to arrive from 6am to 6pm Monday to Friday.
  - The percentage of vehicles travelling unladen (24% compared to 21% in 2018) increased compared to 2018 however remained at the same level as 2015-2017.
  - A decline was observed in smaller vehicles servicing the port and more trucks carrying 4 TEU.
  - Again, a large portion of vehicles using Port Beach Road have their own lifting equipment (70%).
  - The highest TEU/truck per loaded truck (1.93 TEUs) recorded since the survey commenced was observed however the increase in empty running brought the overall productivity level down.

### Department of Primary Industries and Regional Development - Imported Red Fire Ants

- A representative from the Department of Primary Industries and Regional Development provided an overview of the imported red fire ant issue and the expected impact on the port precinct. The following are highlights:
  - While Inspectors will not be in the area checking compliance, DPIRD will repeatedly visit the quarantine area, with the program/quarantine area remaining in place for two years.
  - Industry are required to ensure that containers with any host material (e.g. soil) on them do not leave the quarantine area meaning that drivers and operators should be aware of the issue and ensure a practical visual inspection of containers is undertaken.

### Main Roads and Georgiou consultants - High Street Upgrade

- The procurement process concluded with Georgiou, design and construct contractors, being appointed. The project is currently in the detailed design phase.
- The aim is to keep two traffic lanes open throughout construction with no diversion of heavy vehicles anticipated, however there may be some potential delays.
- Truck Survey results have been shared with Main Roads and Georgiou to assist in their understanding of port traffic movements.
- The project team noted that traffic conditions in 2031 are expected to be 5 times worse, with travel times increasing to up to 20-minute from around 5 minutes currently. The upgrade will improve conditions and maintain the current travel times for 10 years.
- The upgrade has been designed to accommodate the largest current over-size/ over-mass (OSOM) vehicles and caters for 30m heavy vehicles.
- Construction is scheduled to commence in early March and finishing in late March 2021, with soft landscaping and vegetation to commence following that.
- Communication was noted by Taskforce members as being essential to limiting the potential impact on port traffic. The project team indicated that they would meet with industry in the new year to determine how communication would best work moving forward.
- The biggest impact on traffic is likely to be seen towards the middle of next year when work commences on the current road alignment.

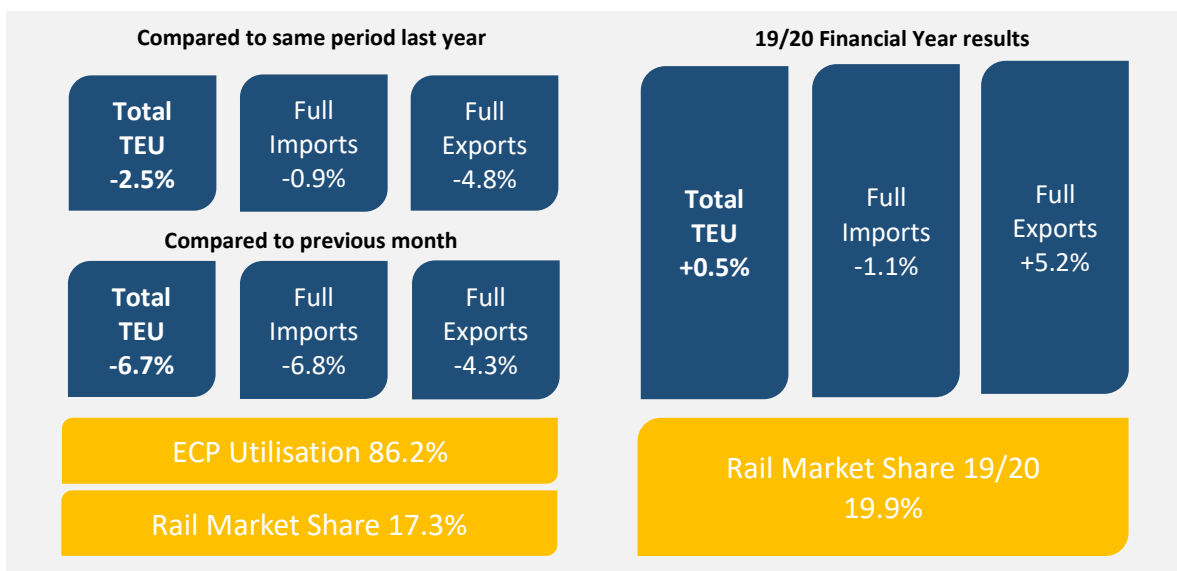
## Roundtable

- DPW - 7 calls and 1 omission compared to usual 12-13 vessels, however volume remains steady. TTTs around 19 minutes.
- Patrick - new vessels calling prior to old vessels being phased out caused some congestion. TTTs around 27 minutes due to some congestion caused by significant volumes being handled. Patrick noted that the terminal was currently highly utilised and some slots were required to be cancelled. Number of carriers using tagged runs has dropped, which would benefit all parties. WAPOTF (in conjunction with terminals) to consider industry communication to promote the use of tagged runs.
- Cargolink - noted that the messaging around the reduction in hours could have been improved however the slots are not being taken up. If the demand is there, will stay open.
- It was noted that vessels are already arriving off window with pressure expected around the Christmas and New Year period.
- Qube - holdings up 8%. Some impact was seen with the new shipping services with bulk runs being required during the day. Working with DPW & Patrick to ensure bulk runs occur off-peak moving forward.
- Tyne ACFS - 74% utilisation at ECP with some additional capacity being released to Tyne to increase holdings. Throughput up slightly with 19-minute TTTs.
- ILS - rail volumes down slightly due to PTA line closure, bulk grain vessel for one customer and vessel changes. Grain not expected to be as strong next year.
- ABF - numbers a bit low in November however have picked up again.
- FTA and ABF noted the issue relating to customs containers being returned late on a Friday night, however due to the small number of affected containers the agreements for free days were not likely to be changed.
- Fremantle Ports - attended Ports Australia Logistics meeting in Brisbane with discussion on infrastructure charges. Full day session held with Port of Rotterdam on their technological initiatives. Working with Westport on triggers and drivers on when a shift to an OH would be required. IH workshop outcomes recently held with industry being presented to Government in the new year.

## Actions:

- WAPOTF to contact 1-Stop to see if they can do upgrades outside of WST peak operating hours.
- WAPOTF to consider putting something forward for ACCC Part X review.
- WAPOTF (in conjunction with terminals) to consider industry communication to promote the use of tagged runs.

## Trade and Statistics - December



## WA Port Operations Taskforce: Report from Fremantle Ports

Meeting Date: 5 December 2019

### 1. Trade Statistics

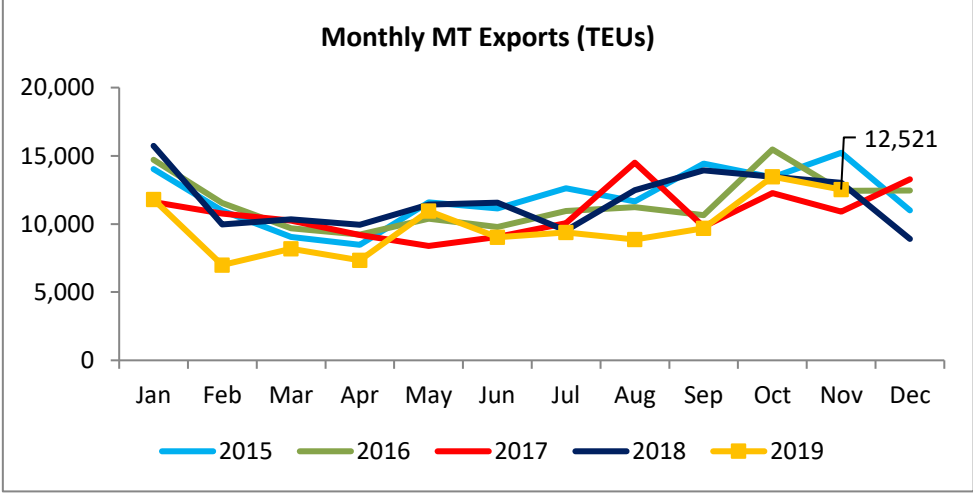
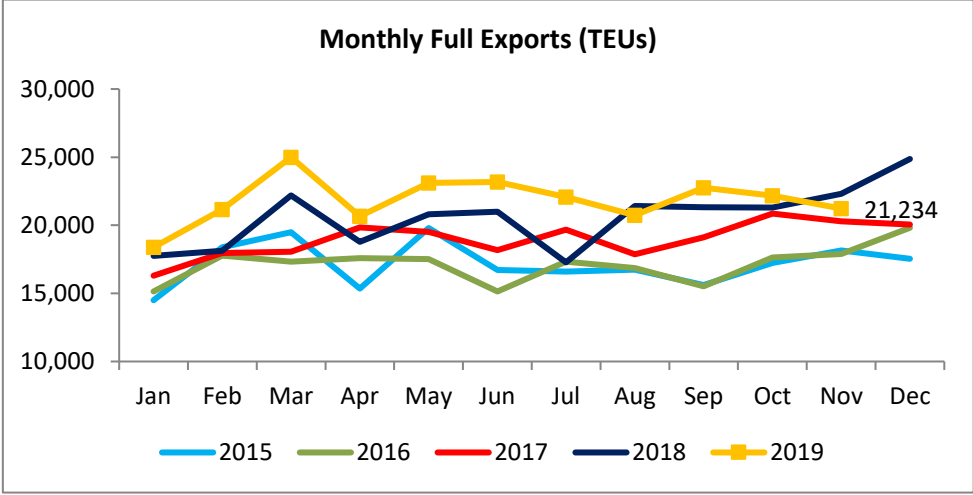
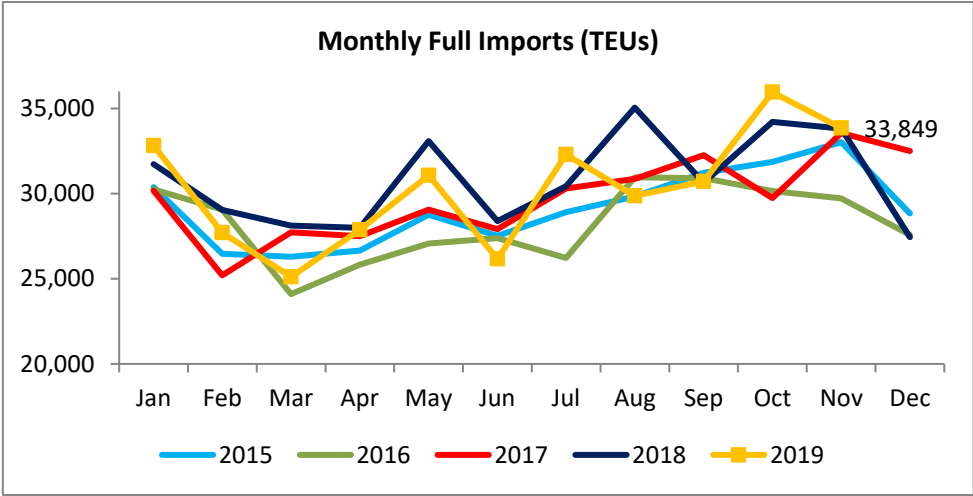
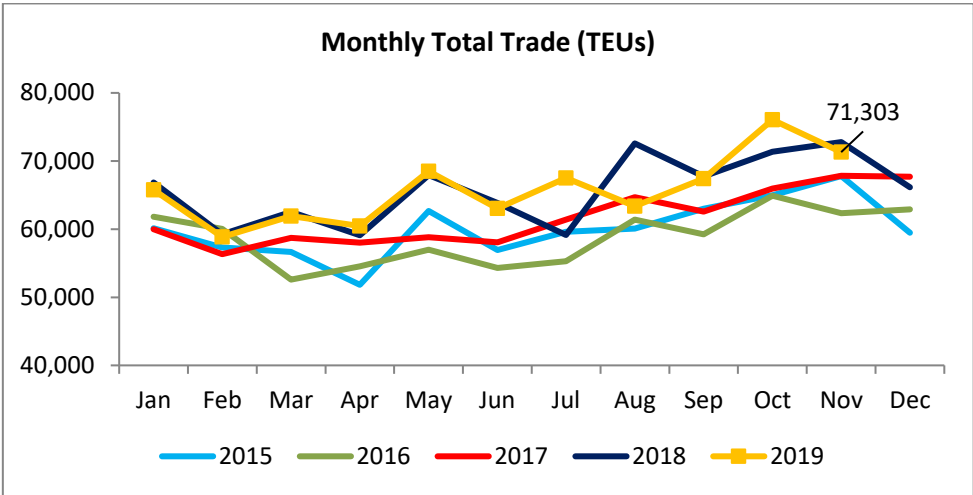
As expected, November trade volumes were significantly down overall (6.2%) compared to October's monthly record result of over 76,000 TEU. When compared to the same period last year, total trade was down 2% with loaded exports down almost 5%. Loaded imports remained around the same level as November 2018.

Financial year to date, total TEU throughput is up slightly (0.6%) with loaded exports up 5.2%. Loaded imports FYTD are down slightly (0.9%).

<b>Oct-19</b>	<b>TEU</b>	<b>Variance to 2018</b>	<b>YTD Variance to FY18/19</b>	<b>Variance to previous month</b>	<b>Containers</b>	<b>Variance to 2018</b>	<b>YTD Variance to FY18/19</b>
Total	76,055	6.6%	1.3%	12.8%	50,069	4.9%	1.3%
Loaded Imports	35,954	5.1%	-1.2%	17.1%	23,428	3.9%	-2.1%
Empty Imports	4,455	86.8%	67.4%	4.7%	3,541	73.6%	65.8%
Loaded Exports	22,177	4.2%	7.9%	-2.6%	15,882	1.2%	7.0%
Empty Exports	13,469	0.0%	-16.2%	39.0%	7,218	-3.0%	-18.8%
<b>Nov-19</b>	<b>TEU</b>	<b>Variance to 2018</b>	<b>YTD Variance to FY18/19</b>	<b>Variance to previous month</b>	<b>Containers</b>	<b>Variance to 2018</b>	<b>YTD Variance to FY18/19</b>
Total	71,303	-2.0%	0.6%	-6.2%	46,233	-4.0%	0.2%
Loaded Imports	33,849	0.1%	-0.9%	-5.9%	21,867	-0.4%	-1.8%
Empty Imports	3,699	1.9%	49.7%	-17.0%	2,616	-12.3%	44.6%
Loaded Exports	21,234	-4.8%	5.2%	-4.3%	14,833	-8.3%	3.8%
Empty Exports	12,521	-3.9%	-13.6%	-7.0%	6,917	-1.9%	-15.4%

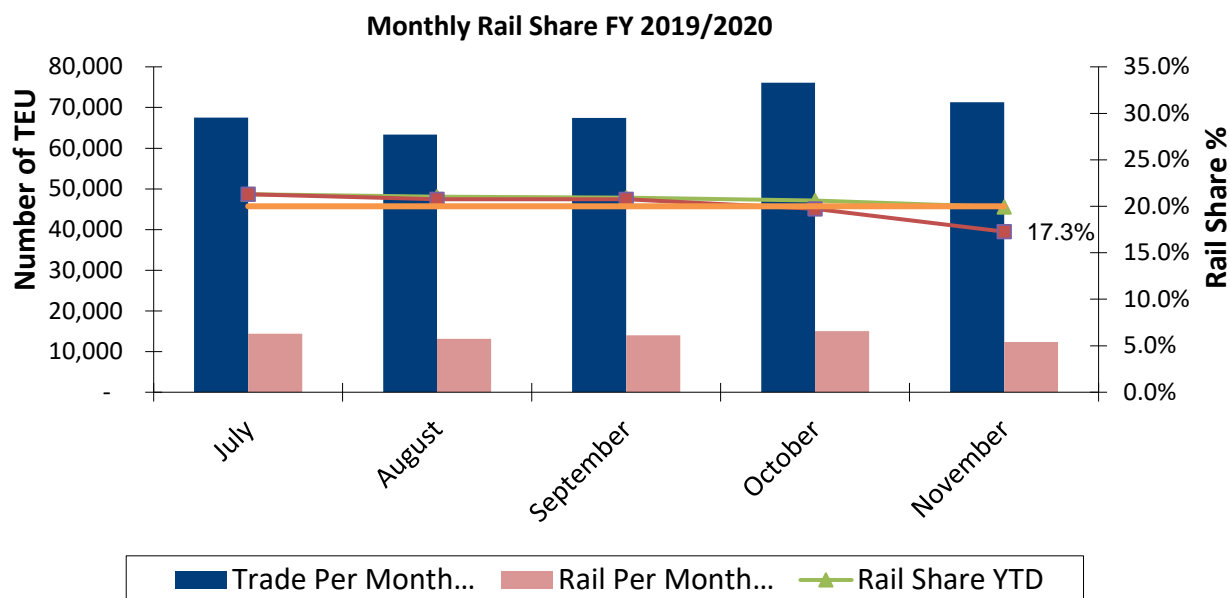
It should be noted that the numbers of container ship visits per month can have an impact on the month on month results. To allow a more valid interpretation of the opening months of both Financial Years (FY), we have included the container ship visits for the first four months of FY 2019/20 and the opening months of FY 2018/19. Despite 10 less vessel calls in November compared to the same period last year, total trade was only slightly down, indicating an increase in number of TEUs being exchanged per vessel visit.

<b>Container Ship Visits</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>
2018/19	43	43	37	43	44
2019/20	45	42	40	42	34



## 2. Rail Services

Rail volumes were down quite significantly compared to the previous record monthly volumes of over 15,000 TEU. Based on the preliminary trade statistics, rail accounted for 17.3% of total volumes in November, another continued decrease from previous months. The total year to date mode share however remains around 20%.



## 3. Empty Container Parks: ECP stocks and capacity utilisation

Container Parks' stocks, as recorded on the 15<sup>th</sup> of each month, are shown in the table below. Overall stocks in November were at 86.2%, up from 79.5% in October.

### Container Park Capacity & Utilisation Summary

Nov 2019	Current Month						
	Capacity (TEU)	Holding 20'	Holding 40'	Holding TEUs	% Utilisation	Share of Total Capacity	Share of Total Holdings
QUBE Container Park	7,500	3,861	1,875	7,611	101.5%	30.1%	35.5%
QUBE Central	5,850	658	1,982	4,622	79.0%	23.5%	21.5%
Tyne-ACFS	6,147	1,689	1,829	5,347	87.0%	24.7%	24.9%
ICL 1	1,100	21	221	463	42.1%	4.4%	2.2%
ICS (Forrestfield)	2,600	1,101	780	2,661	102.3%	10.4%	12.4%
Patrick Cargolink	1,700	-	377	754	44.4%	6.8%	3.5%
<b>Total Container Parks</b>	<b>24,897</b>	<b>7,330</b>	<b>7,064</b>	<b>21,458</b>	<b>86.2%</b>		



# *North Quay Truck Survey 2019*

18<sup>th</sup> annual survey of container truck volumes and loading

FMC consulting November 2019

# Survey objective and features

- Why: to monitor container truck:
- numbers
  - contribution to overall traffic volumes
  - types engaged in trade
  - loading (number of containers and size)
  - lifting capacity

- What: data collected over 24-hour period
- container truck data for two weeks
  - general traffic data for one week

- Where: two locations on perimeter of North Quay:
- Port Beach Road
  - Tydeman Road

When: Monday 9<sup>th</sup> to Sunday 22<sup>nd</sup> September 2019



# Survey sites and video capture

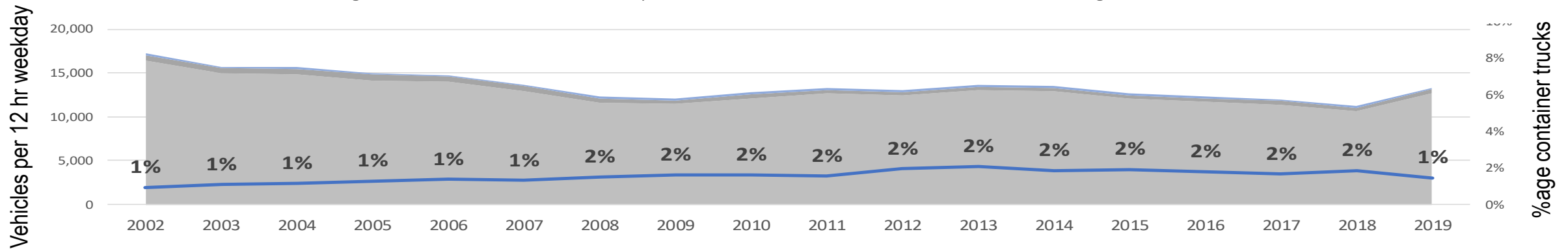
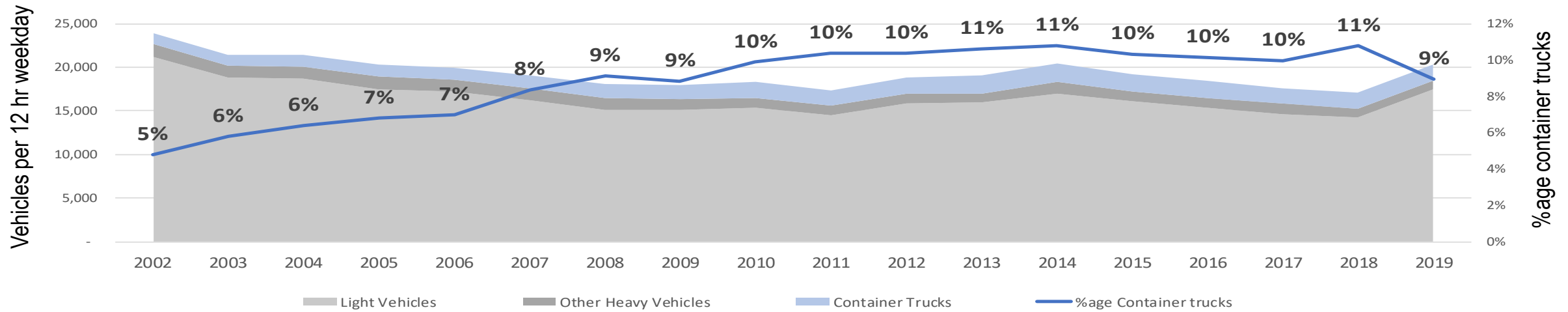


Port Beach Road



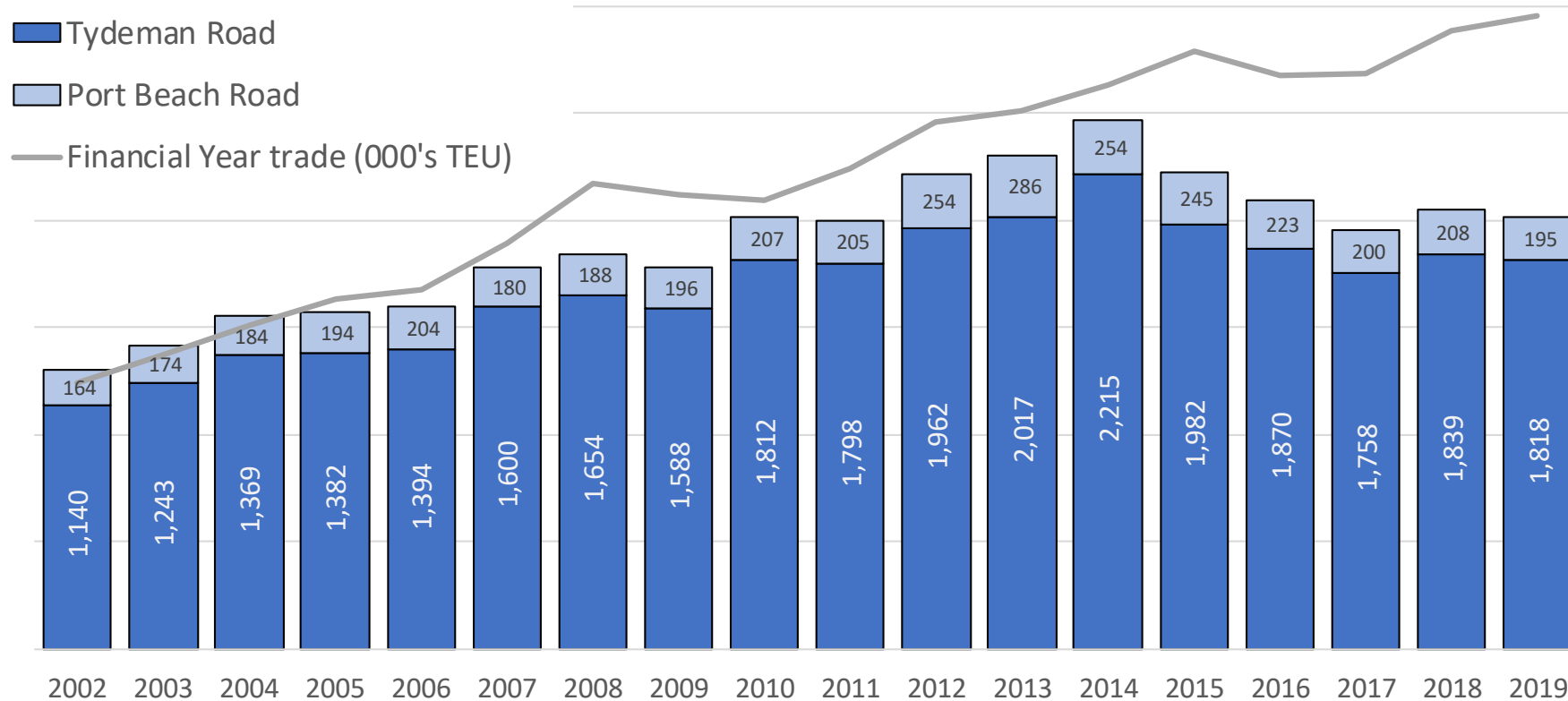
Tydemans Road

# Container trucks in general traffic



Container traffic comprises 9% of 12hr traffic on Tydeman Road and 1% on Port Beach Road  
 General traffic rose by 20% in the past year, almost all that growth was in cars and light vehicles.

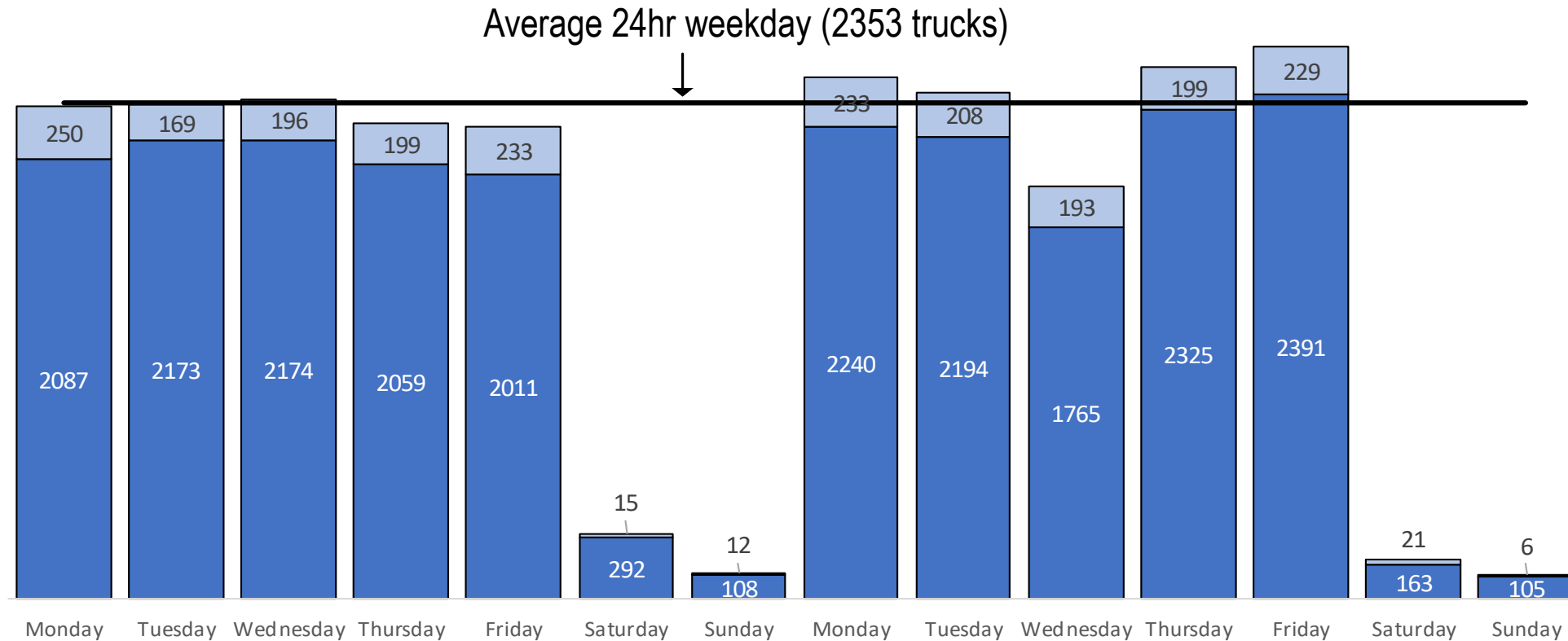
# Container truck volumes since 2012 (12hr weekday)



Since 2014, growth in trade has outstripped container truck growth:

- Trade has increased by an average of 2% per annum
- Container truck numbers have declined by an average of 4% per annum

# Container trucks per day



■ Tydeman Road   
 ■ Port Beach Road   
 — Average weekday

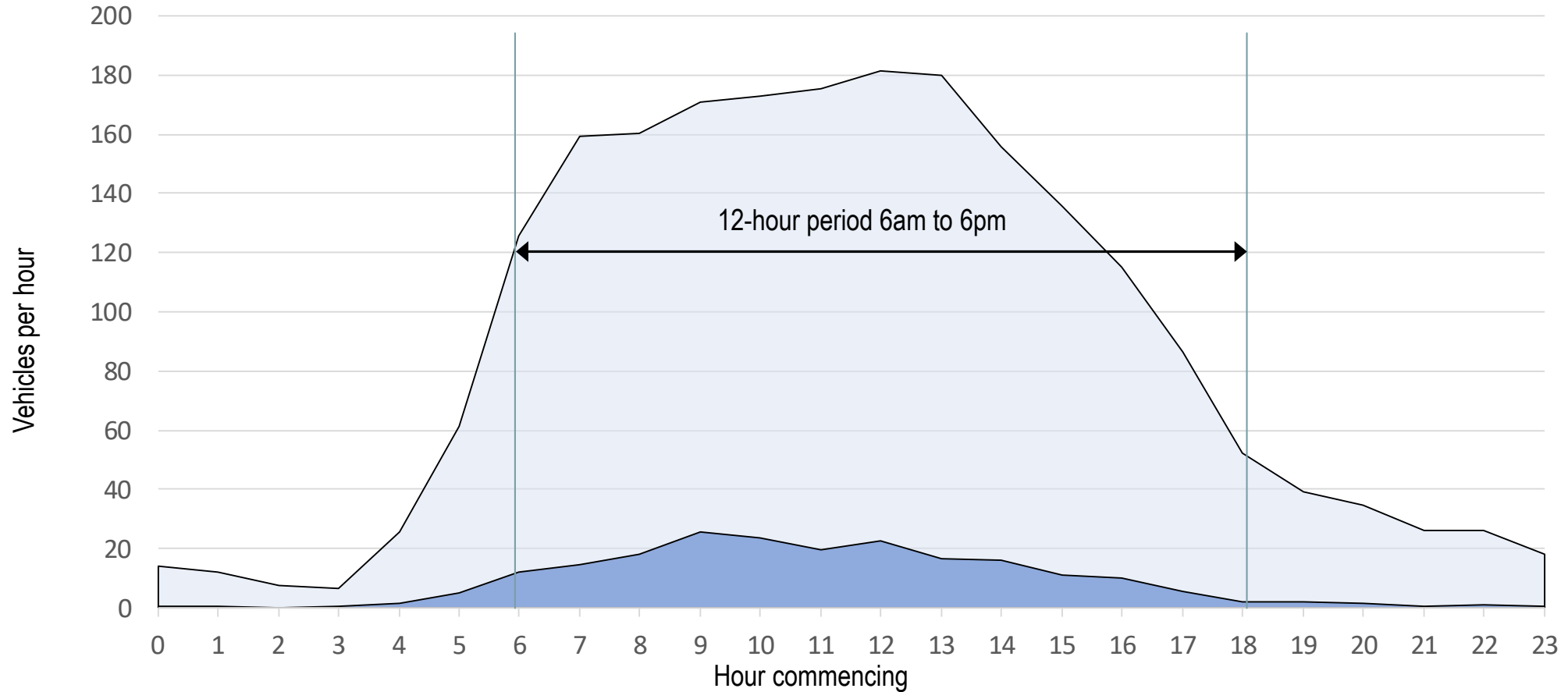
Week 1 (9<sup>th</sup> to 15<sup>th</sup> September)

Week 2 (16<sup>th</sup> to 22<sup>nd</sup> September)

Wednesday of 2<sup>nd</sup> week was very low. If excluded, average would still be down on 2018 figure

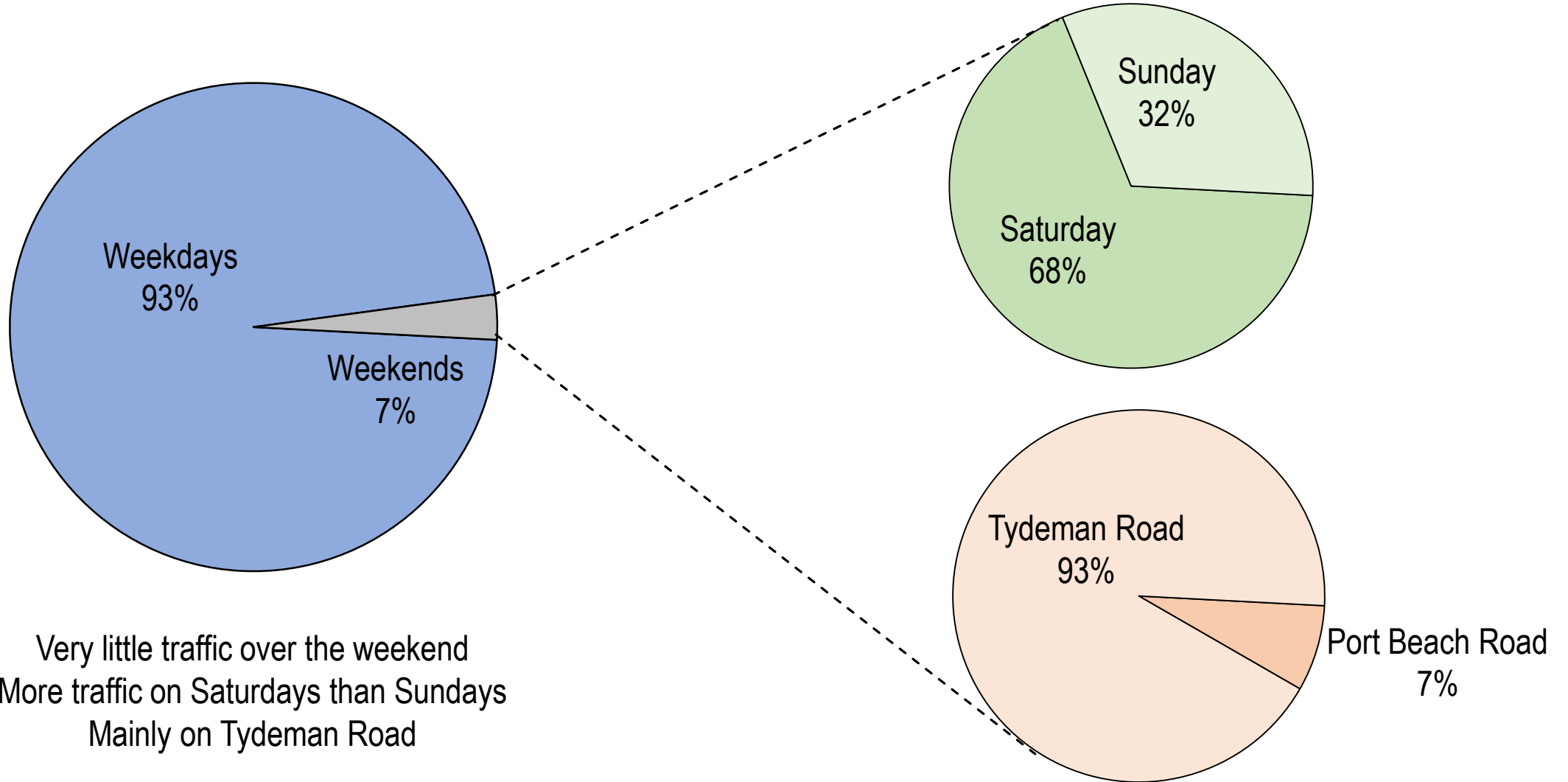
Thursday 19<sup>th</sup> saw freeway closure which affected arrival times but not overall volume

# Container truck activity (average weekday)

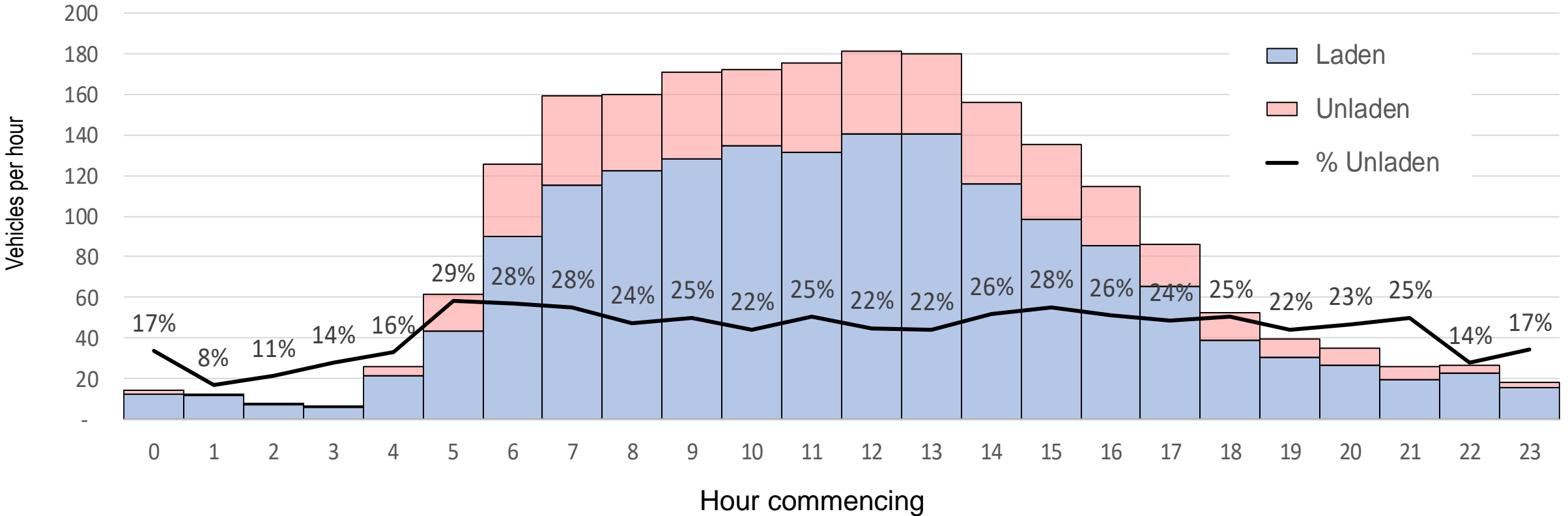


85% of trucks on Tydeman Road and 93% of trucks on Port Beach Road appear in the 12hrs 6am to 6pm

# Container truck activity over the weekend

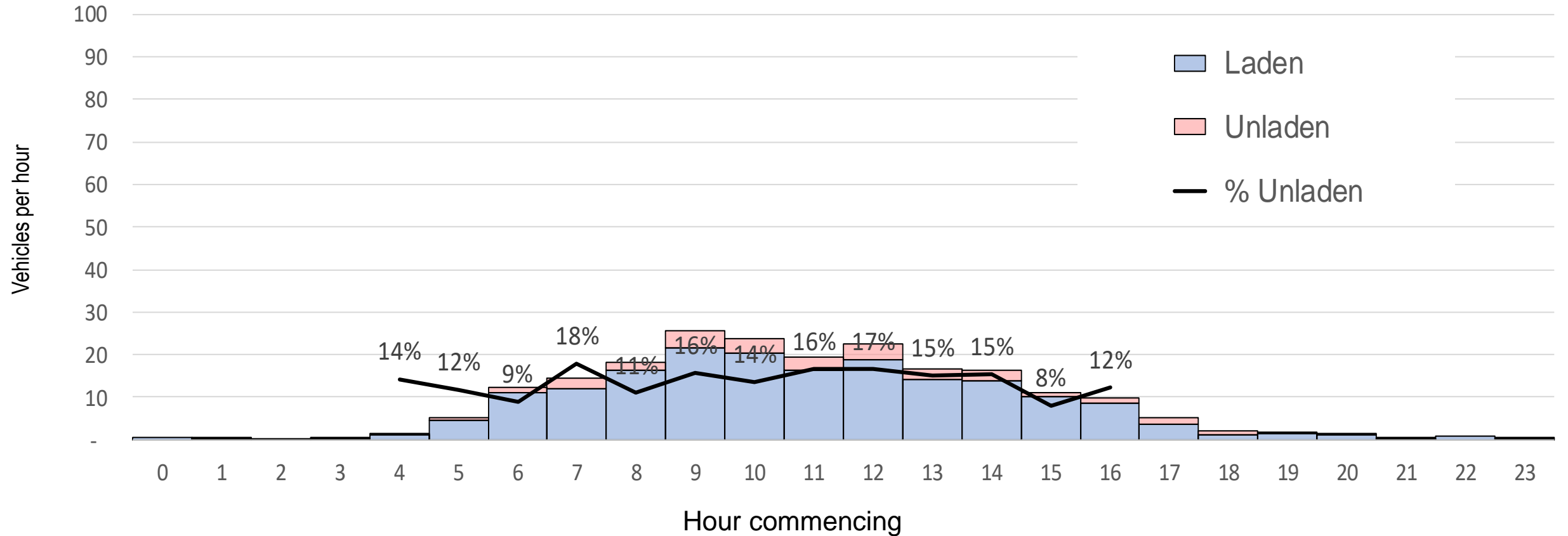


# Tydeman Road unladen trucks



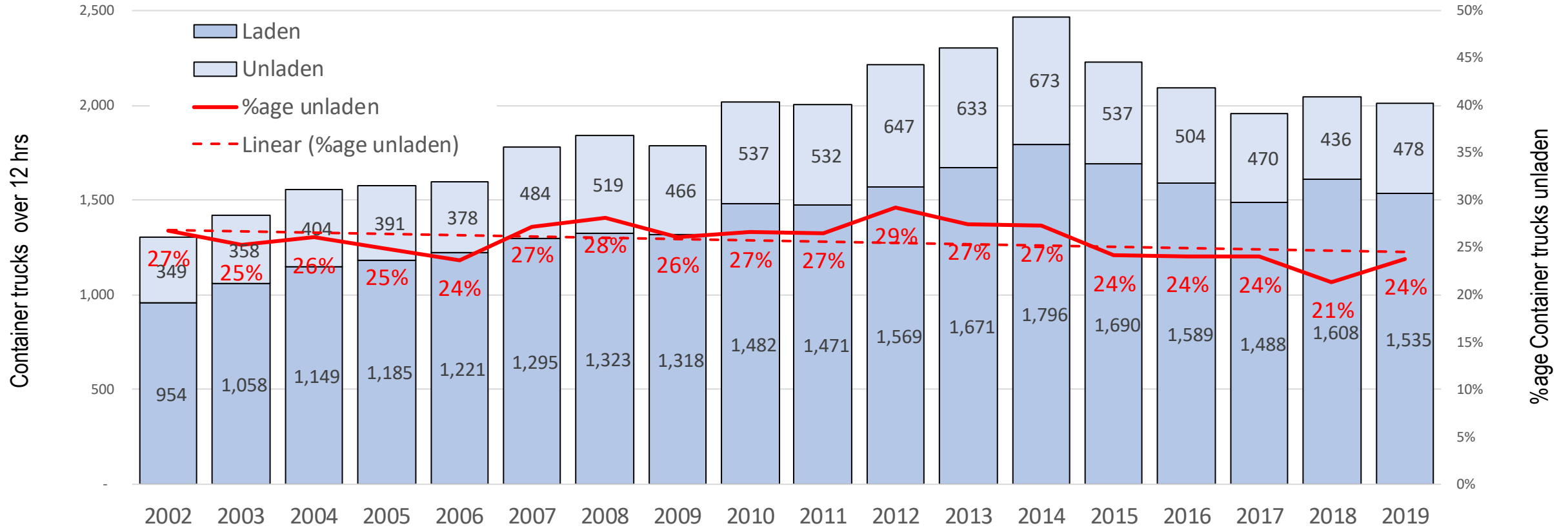
Over 24 hours, 24% of all container trucks on Tydeman Road travel unladen (26% inbound and 22% outbound)  
 This equates to 520 trucks per average 24 hour weekday

# Port Beach Road unladen trucks



Over 24 hours, 15% of all container trucks on Port Beach Road travel unladen (18% inbound and 12% outbound)  
This equates to 32 trucks per average 24 hour weekday

# Historic unladen truck numbers (12 hrs)



Despite an increase in %age unladen running in 2019, the proportion of trucks travelling unladen between 6am and 6pm continues to trend downwards

# Container truck types



Class 11  
Double road train  
7+ axles in 5 or 6 groups



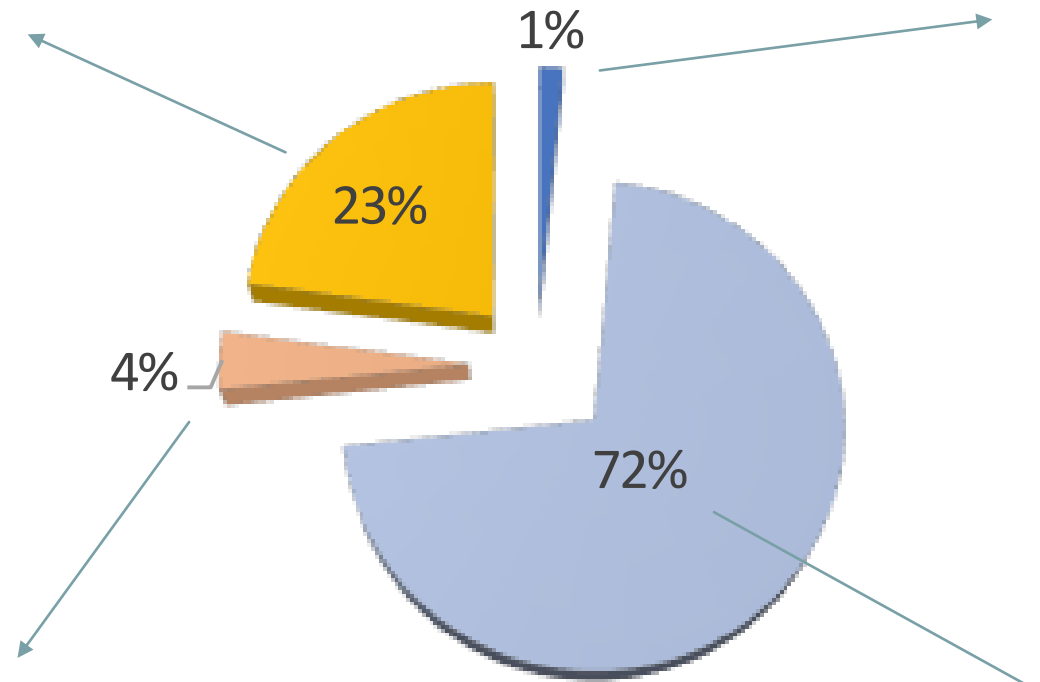
Class 8  
5 axles 3+ groups



Class 10  
B double  
7+ axles in 4 groups



Class 9  
6 axles in 3+ groups or  
7+ axles in 3 groups



# Classes 8 and 9 (73 % of all container trucks)



These trucks carry 66% of all TEU  
On average, they carry:  
1.35 TEU per truck  
1.77 TEU per loaded truck

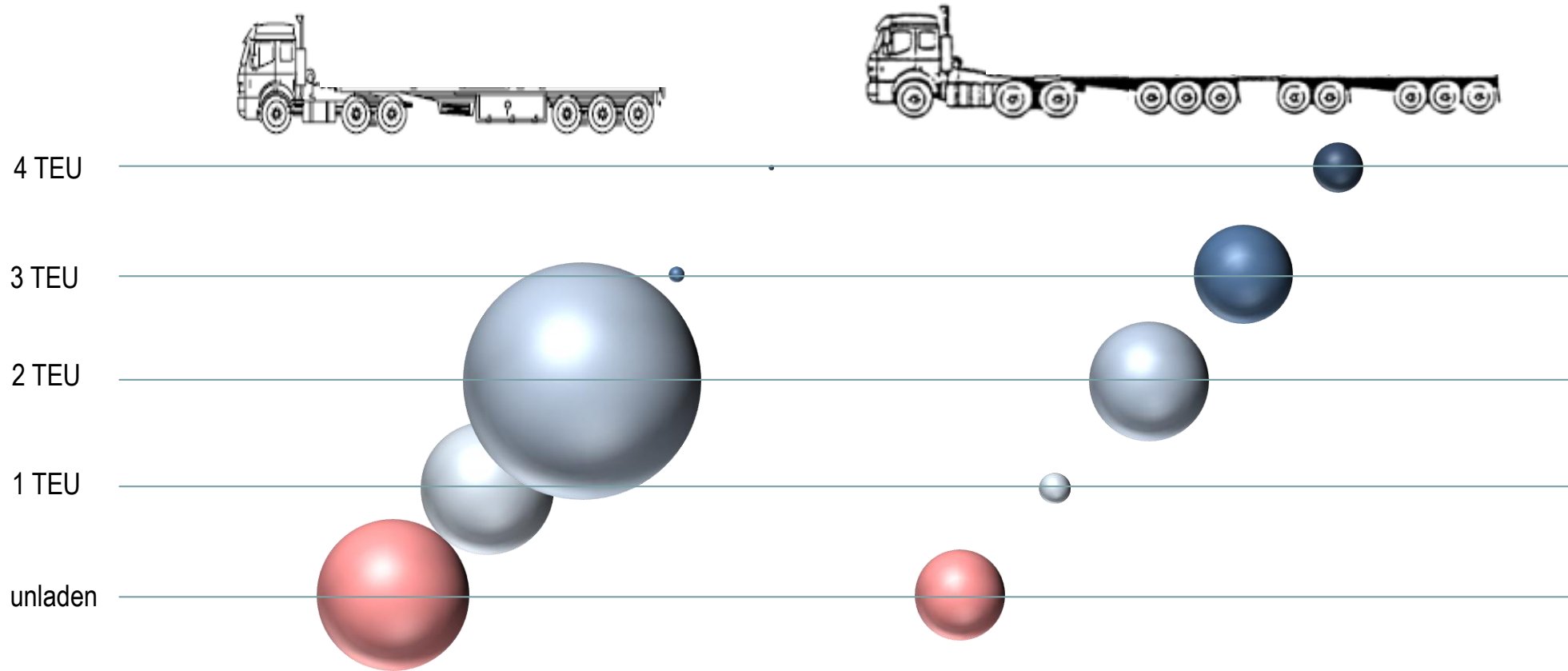
# Classes 10 and 11 (27 % of all container trucks)

23% Unladen	3% 1 TEU	40% 2 TEU	27% 3 TEU	7% 4 TEU
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These trucks carry 34% of all TEU  
 On average, they carry:  
 1.93 TEU per truck  
 2.50 TEU per loaded truck

# Overall truck fleet and TEU loading 2019



# Trucks with lifting capacity

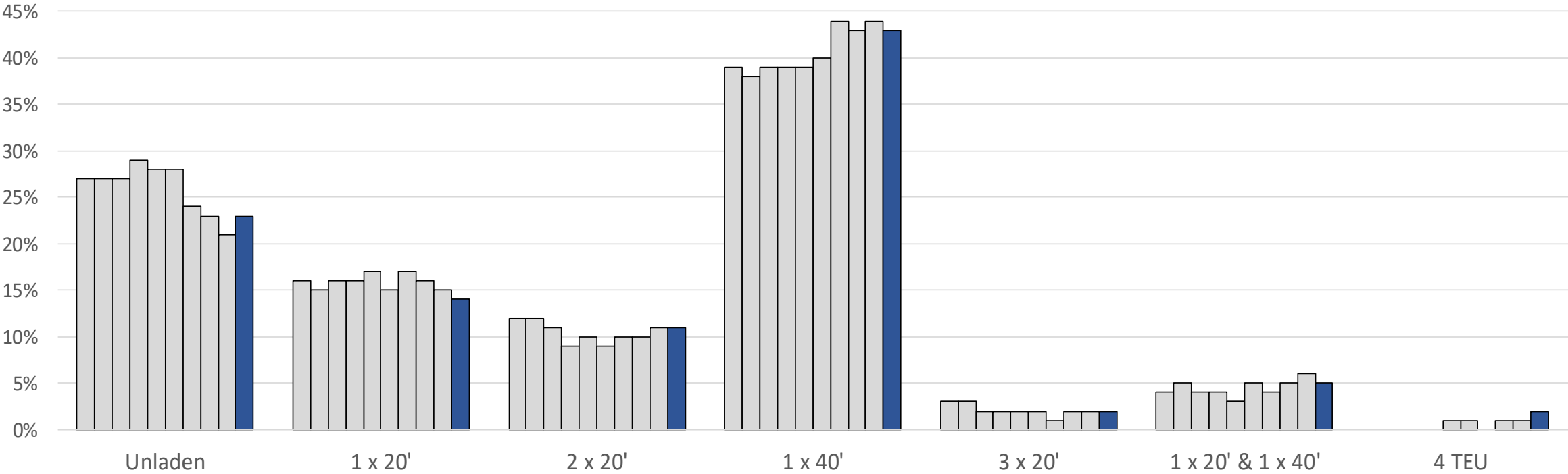


39% of all container trucks have lifting equipment

On Port Beach Road, 69% have lifting equipment  
- more than 90% of these are semitrailers

On Tydemans Road, 36% have lifting equipment  
- almost 95% of these are semitrailers  
- the remainder form part of combination vehicles as pictured

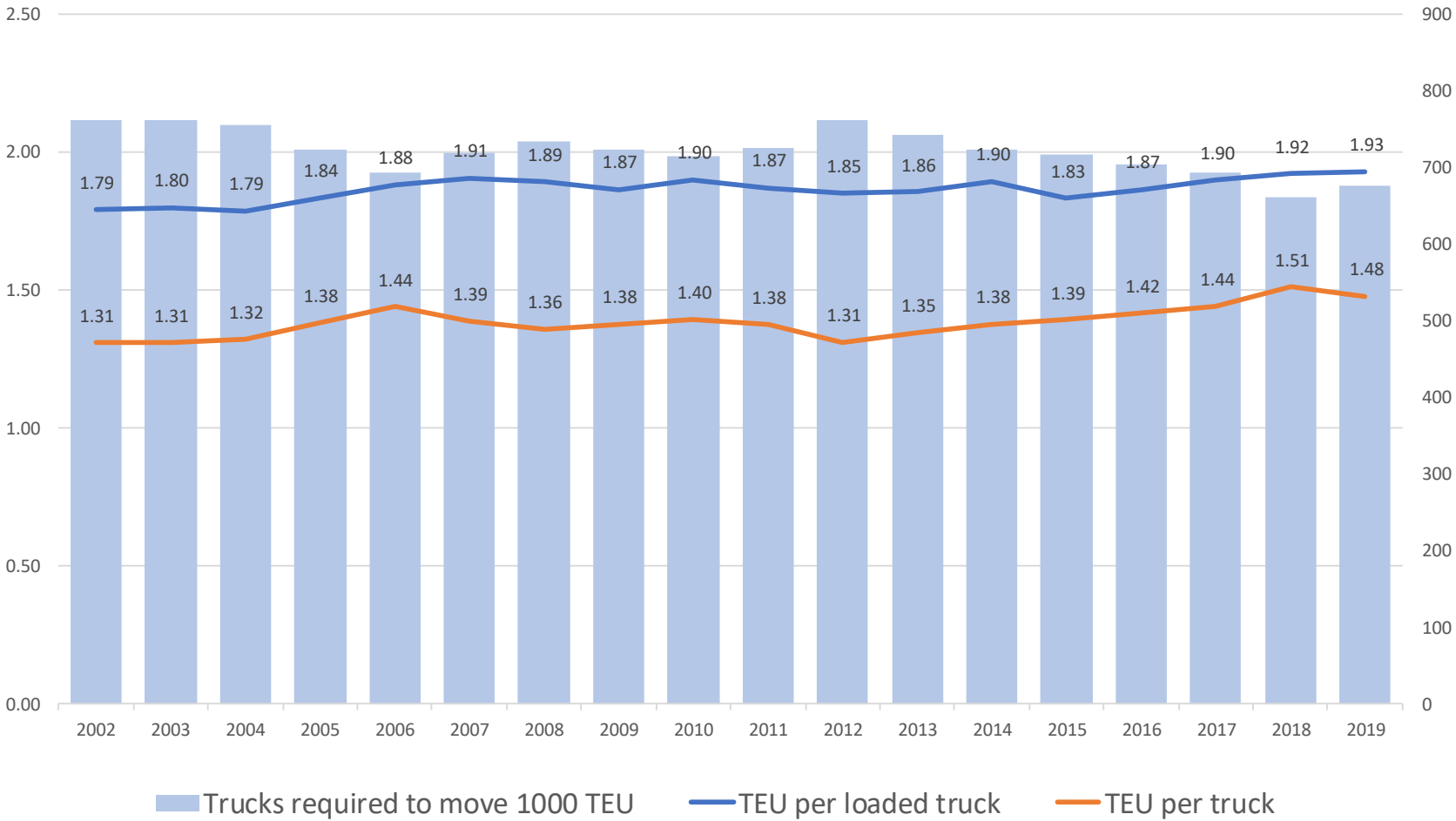
# Truck loading and container size over past 10 years



Trade statistics indicate 49% of all TEU and 66% of all containers across the wharf were 40' containers in 2019

10 years ago, only 45% of all TEU and 62% of all containers were 40' containers

# Changes in truck loading over time



# Summary of findings

## **General Traffic:**

- Major increase in general traffic
- Decrease in container truck numbers
- Increase in number of heavy vehicles other than container trucks

## **Empty Running:**

- Increase in number and proportion of trucks travelling unladen
- Increase mainly in the outbound direction

## **Truck Loading:**

- Overall truck loading down as a result of increased unladen travel
- Loading per truck increased, mainly due to increased number of trucks carrying 4 TEU

## **TEU Carried:**

- Trade grew by 2.4% in the 2019 financial year
- Observed TEU fell by 3% – suggesting increased rail movements and/or unpack/pack activity in Rous Head

# How is rail impacting container truck numbers?



The number of containers carried on rail has increased over time.

More containers on rail certainly means fewer containers on trucks near the port.

However, the impact is hard to quantify because of inland container park and triangulation activity.

# Container trade freight in other vehicles



# How do logistics activities in Rous Head impact container truck numbers?



- Containers are now being packed/unpacked at premises in Rous Head
- Those containers will thus not appear on trucks travelling to and from the port
- But the freight they contain must arrive or leave the port on some kind of truck
- The type and number of these trucks is unknown and unaccounted for in our survey
- It is therefore possible that the survey underestimates the impact of the container trade in the vicinity of the port
- This is confirmed by a fall in observed TEU despite increases in container trade.
- Container truck numbers have fallen since logistic hubs established at Rous Head