

Activities at

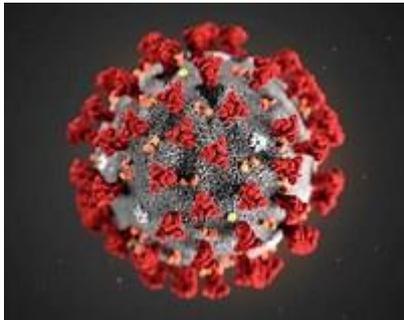


Mission: - *"To be an industry informative avenue in which to enhance networks and relationships in a relaxed atmosphere"*

www.isoclub.asn.au

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THIS



BROKE THE SUPPLY CHAIN



The panic that set folks racing to Supermarkets to stock up on [what they believed vital, or some media promoted,] everyday items set the logistics industry into unprecedented supply chain management. Manufacturers also had to make major changes in production and package sizes.

Some reports indicated that toilet paper was being rushed out the doors at ten or more times than in the week before the “lock-down” commenced. Interestingly the human supply chain that links to toilet paper usage does not vary much from day to day.

There are rumblings within the halls of power about legalising cannabis. In Californian where marijuana is legal and sold by retail stores it was one of the four most hoarded products.

The unprecedented move over the last four or five decades from a manufacturing country to being almost totally reliant upon imports is very much to the forefront of interrupted supply chains.

The news about container shipping disconnections and the long term effects has been disseminated on a daily basis. In every global crisis there are always winners and losers which time will determine.

Politics often muddy the waters and this is currently to be seen with China flexing its muscles and making the future for some trades a bit uncertain.

The number of full containers crossing the docks at Port of Melbourne in March were not very much different than in March last year!

March 2020	March 2019	Variance
Imports 83520	Imports 86720	Minus 3200
Exports 60870	Exports 60217	Plus 653

Those who like statistics will be analysing the future figures now, and when trades are normalised. No doubt there will be many interesting results.

What's happening elsewhere!

Competitors' outlook:

By [Gavin van Marle](#)

Source <https://theloadstar.com/south-african-citrus-exporters-facing-problems-as-peak-season-looms/>

13/05/2020

As South Africa's citrus fruit exporters prepare for their peak shipping season and shipping lines rush to reposition empty reefers, the country's main ports are pushing through programmes to increase capacity.

Citrus exporters are faced with a series of challenges, including port congestion, a potential shortage of reefer equipment and the danger of not being in compliance with the country's trucking regulations.

Cape Town Container Terminal (CTPT) was due to return to full operational capacity today – although port operator Transnet had to close the terminal for 12 hours on Saturday for cleaning “in light of the sudden increase in pandemic cases in the Western Cape”. The terminal had recorded its first case of infection the previous day.

According to guidance from the Citrus Growers Association (CGA), the port was due to go from operating two of its berths to the full three today, while the Ngquara Container Terminal (NCT) is set to go from one of its three berths to two. At the beginning of April, when South Africa's lockdown began, both ports were reduced to operating one berth apiece and the number of containerships waiting at anchor began to rise.

CGA said on Friday: “Thanks to TPT [Transnet Port Terminals] for heeding our call from the onset. If the status quo had remained as it was on 27 March, the situation would have been very dire.”

That of course, would depend on growers obtaining enough empty reefers to load their exports – and it was this fear that recently led Maersk to launch a special sailing from Dubai at the end of April to deliver 1,800 empty reefers to South African growers. These are now entering their supply chains and local sources largely agree this should initially be enough to meet demand.

“But some damage has already been done,” Mike Walwyn, Western Cape regional chairman of the South African Association of Freight Forwarders, told *The Loadstar*.

“At the moment, we have two conventional refrigerated vessels a week calling at Durban and Cape Town to take up some of the slack, but they only carry the equivalent of around 200 containers each, whereas vessels usually load over 1,000.”

A further problem for exporters and their forwarders and hauliers is that every reefer flouts South African road legislation. Under article 224 (b) of its National Road Traffic Regulations, the maximum height of a box to be transported by truck is 4.3 metres, while a high-cube refer is some 0.3 metres above the limit.

This issue dates back to 2009, when the height restriction was suddenly enforced, and trucks carrying high-cube containers were impounded by traffic authorities, particularly in KwaZulu-Natal where the port of Durban is located.

The ban was then lifted, and after extensive consultation between the Road Freight Association and Department of Transport, a moratorium was put in place under which road-transport vehicles were exempted from the 4.3-metre height restriction for seven years. The moratorium expired on 1 January.

Christo Erasmus, head of legal for Bidvest International Logistics (BIL), said: “My concern is that further delays in amending the legislation will have an impact on industries across South Africa. Every truck leaving a port or harbour with a high-cube container will immediately expose players to penalties and fines. Apart from reputational damage, this will expose logistics companies to financial losses.”

Mr Walwayn called the issue “contentious”, adding: “The Department of Trade has not gazetted the moratorium, so it’s only in place on the basis of a letter from the director-general, which technically opens the road for any cash-strapped local or provincial authority to start issuing fines.

“However, no stops or prosecutions have occurred since the expiry of the moratorium,” he added.

South Africa is the second-largest exporter of citrus fruits in the world, after Spain, with some 85% of its volumes shipped in reefer containers. According to the Fresh Produce Exporters Association, 48% of the exports go through CPCT, as the majority of citrus products are grown in the Western Cape, 34% go through Durban and the remaining 18% through NCT.

And just under 50% of those volumes are destined for the EU and UK and are largely carried on two container services – the SAECS/SRX , jointly run by ONE, Maersk and Deutsche Afrika Linie, and the NWC-SAF operated by MSC, with Hapag-Lloyd as a slot charterer. The remainder is loaded on conventional reefer vessels.

However, more vessel capacity could be on the way, according to liner shipping database eeSea, which noted that the SAECS members were due to add a ninth vessel and increase the round-trip by a week.

Australian Citrus Exports The **Australian Citrus industry** is the largest exporter of fresh produce in Australian horticulture. On average 120,000 tonnes of oranges and 30,000 tonnes of mandarins are exported.

[Market Information - Citrus Australia](#)

citrusaustralia.com.au/growers-industry/market-information

Did it affect the ISO Club?

The main affect was that our scheduled meeting on May 14 could not go ahead. When we can resume is still a bit uncertain.

The hospitality industry has been curtailed more that many other service providers.

We will not know until the Government eases restrictions on hotels, whether Clare Castle will reopen. Also how many of our members employers will remain in business is unknown.

Unfortunately our **President Rosie's** position was made redundant, but she has covert and overt skills that any potential employer would be unwise to ignore.

Not related to the virus but **Rod Begley** has departed from Swire Shipping. I wish to advise I have concluded my employment with The China Navigation Company / Swire Shipping Australia from Friday 27 March 2020, as I look towards a new International position.

Karen Kwok has taken on the role as Commercial Manager and is keen to continue the company's long association with the Club.

Ian Scott has become a pessimist as he booked a spot for the March 2025 meeting.

Ken Colwell and others would have normally been at Warrnambool for the race meeting.

Our long distance member **Ron Hereford** sent this note: - Thanks for keeping me informed, I am still in the Caribbean and waiting for this pandemic to blow over before returning to Australia. Do convey my regards to all. Take care and God Bless!

Alan White reported in:- Thus far my 'manager' and myself have only left the premises down here at Sorrento for a flu shot and some blood sampling at the local Drs a km way in the period since end of March, amazing what you can order online and get delivered to the door except Bunnings for paint..... bah humbug. So found another supplier who delivered it in his back pack on his Kawasaki !!!!!

Possibly other members could have given an insight into their handling of the massive changes imposed at short notice. But each unto his/her own!

An example of arrogance:

From a member who for “privacy” is not disclosed.

Had a surprise visit from two of the biggest coppers (blocked out the daylight) I have ever seen in the early stages looking for neighbour from next door (holiday house) as seems he had listed this location as his "self-isolation' place.....he is stationed in Singapore and flies in/out regularly and as a senior executive of a major international Australian company should have known what he did. Coppers were not impressed. He was at home in Brighton with his family. !!!! and then turned up here at Easter still in his 14 days mixing with others in laws of his family who reside down here. Dill!!

Meanwhile down at the waterfront:

The Port of Melbourne has released its 30-year *2050 Port Development Strategy* (2050 PDS); a roadmap for the future development of the Port.

The 2050 PDS outlines ten key projects that will improve capacity at the Port and respond to the needs of a growing Victoria.

Submissions and feedback are currently being reviewed in preparation of the final 2050 PDS to be released in early 2020.

Download your copy of the 2050 PDS [here](#) 2050 PDS Summary [here](#)

If you would like more information on our 2050 PDS email 2050pds@portofmelbourne.com

The rail project:

Port of Melbourne rail project to commence 1 June 2020

Port of Melbourne’s **Port Rail Transformation Project** (PRTP) is set to go ahead with all of the project’s preconditions being completed.

The \$125 million initiative will involve significant rail infrastructure work sand a new rail operating framework inside the port that will provide an alternative to moving containers by trucks.

The project is being funded through an increase in the tariff of \$9.75 per TEU on full import containers, to take effect 1 June 2020.

Brendan Bourke, Chief Executive Officer, Port of Melbourne, said the PRTP is a vital project for port users and the broader economy.

“A rail solution for the port will play a vital role in Victoria’s post-COVID economic recovery with a large construction project supporting jobs as well as supporting the more efficient movement of freight and contributing to a more productive supply chain for decades to come,” he said.

Edited here→ continue reading <https://www.portofmelbourne.com/wp-content/uploads/Media-Release-Rail-Project-to-Commence-30042020.pdf.pdf>

Port of Melbourne will develop a website portal containing the information industry requires to take advantage of the new operating framework.

Webb dock:

The port rail project has engendered mention of the future of Webb Dock and the return of rail.

This has been a political issue for decades. Until 2016 the Port of Melbourne Corporation was the operator on behalf of the Victorian Government. Since then the control is in private ownership with a 50 year lease.

In the sixties plans were in place to make Webb Dock Melbourne's major container transfer facility, based on the ability to extend the land mass out into Port Phillip Bay. The landlocked Swanson Dock was considered as reaching capacity with little land extension. But the winds of change blow slowly through Government. So the proposals were becalmed!

But contrary to advice from V/Line Freight the new Cain Government made major changes with indecent haste around the rail infrastructure at Port Melbourne. This included the building of the Webb Dock rail connection. By any measure it was a white elephant.

Now that the Port of Melbourne management is in private hands perhaps a business case may indicate that a rail connection is needed. But there are those that have concerns that the Government still has influence.

Next meeting



We had arranged the May meeting but had to cancel. If July goes ahead hopefully Bernie Farrelly will still be available

The Tas Bull Seafarers Foundation is a not-for-profit foundation established to protect, promote and improve the welfare of visiting seafarers. It aims to ensure the wellbeing of international seafarers by providing social and welfare assistance when they berth at Australian ports.

All projects undertaken have this objective at heart, and in turn, we collaborate and convene with industry partners to enhance the welfare of international seafarers.

FOR INSTANCE:-

Seafarer Connect is an initiative developed and sponsored by the Tas Bull Seafarers Foundation to provide Free WI-FI to seafarers on ships visiting Port Botany.

Ships are provided a Cradle point Router on berthing at a terminal at Port Botany to be used for the ship is alongside.

Routers are enclosed in a secure orange or yellow carry box to protect the devices and provide safe and easy carriage.

To ensure this program is successful we rely on both the terminal operator and the responsible ships officers to ensure each router goes ashore prior to ships departure.

<https://www.seafarerconnect.com.au/>

Bernie Farrelly Projects Officer at the foundation and Mick Doleman Chair of the Melbourne Seafarers Centre will give an oversight of the work done to support seafarers that come to our ports.



MAY the tentative dates are

⇒ July 9th

⇒ September 10th

⇒ November 26th

Don't let the invitation surprise you! Mark your calendar now please.

Mission to Seafarers and Stella Maris

It has been our practice to donate any residual funds to the above organisations that support seafarers that visit the Port during their ships layover.

With reduced attendance numbers the coffers are not very substantial, so a donation was not made last year.

It must be more difficult for them to give succory to seafarers in these troubled times

Any private donations to either organisation are tax deductible. That maybe a way that we can show support!

Web site sponsor

With depleted residual in the bank due to reduced attendees over the past three years we were unable to cover the cost of renewal of the web site www.isoclub.asn.au and decided to cancel it.

Apart from the cost it was uncertain as to how many people were accessing it. Originally the cost of setting up the web site was sponsored by Michael Knowles [Continental Freight Services], Don't leap to nepotism, but the site was developed by Adam Colwell, son of Ken!

When we advised Adam that we could not afford to continue with the site he responded: - *"Please stop worrying about it. I'll cancel the invoice, please consider it a donation to the ISO Club. Have a good week!"*

So if you have any need for some internet works please keep Adam in mind. adam@adamcolwell.com will get you in touch

AND FINALLY



THE 2020 COMMITTEE OF MANAGEMENT

<p>President Andrea Studnicky Containerliners</p>	<p>President Rosie Cirillo Consultant</p>
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Compiled by Michael B Halley Honorary Secretary

