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SPCFC Transport Workshop

July 2009





Agenda

1 Global Shipping Trends

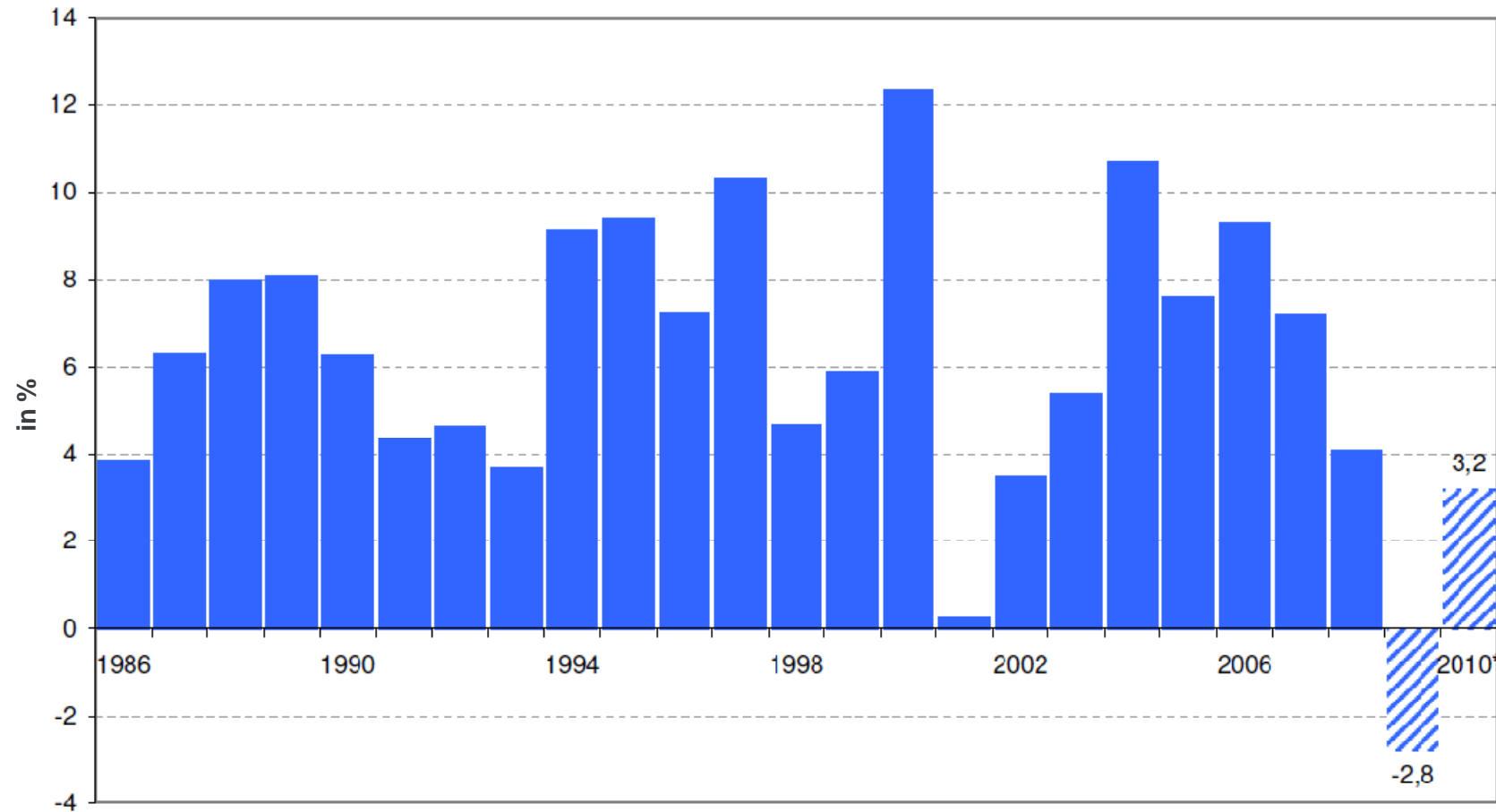
2 Type of Empty Container Parks

3 Empty Container Park Sub Group Meeting Survey

4 Other Topics



Development of World Trade and Volume (in % change)

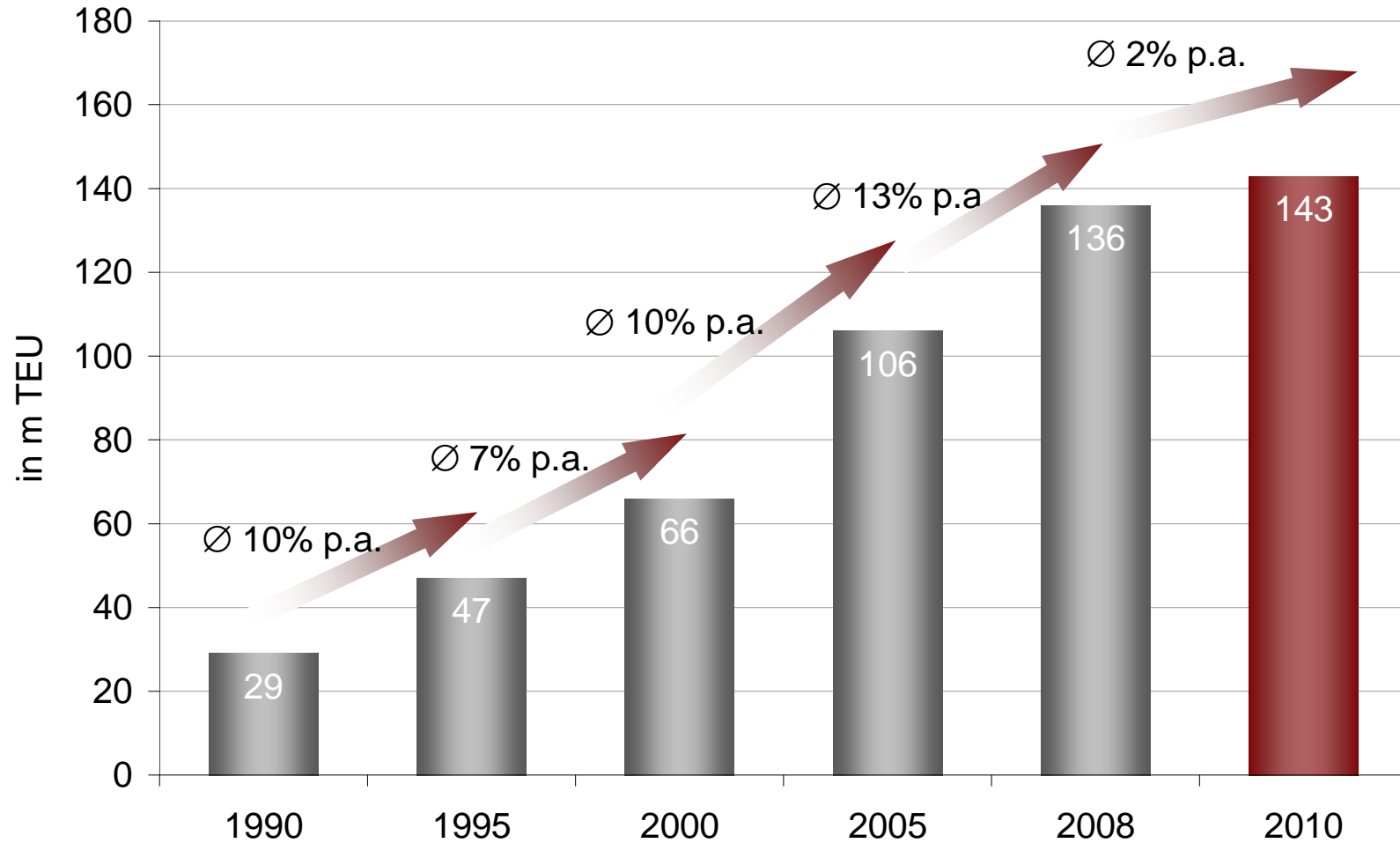


* 2009-2010 projections

Source: IMF, World Economic Outlook (January 2009)



Worldwide Growth of Container Transports over Sea



Source: Clarkson February 2009



TYPE OF EMPTY CONTAINER PARKS

EXPORT CONTAINER PARKS

- These parks are “Full Service” yards where units can be inspection, repair and upgraded to meet the export requirements.
- Generally Shipping Lines direct newer containers to these facilities to minimize the repair or upgrading costs.
- PATRICKS PB, POTA PB, MCS Banksmeadow, MCS Cooks River, Tynes St. Peters, Patricks Camilla, and Western Containers are all full Service yards.

EMPTY REPO PARKS

- These parks are “repositioning only” yards where units are received, stacked and repositioned to the Terminals.
- Shipping Lines direct surplus units, units not required for export, to these facilities.
- PATRICKS CARGO LINK, MT MOVEMENTS, TYNES ACFS are all empty REPO yards.
- Rate agreements are based on TEUS throughput per week.

PHASE OUT PARKS

- These parks are used to PHASE OUT (SELL) owned equipment or “OFFHIRE” leased units.
- Shipping Lines direct leasing company units and specific Series or specific age units to these facilities.



■ ■ Empty Container Park Sub Group Meeting Survey

How many empty parks do shipping lines show on the Delivery Orders?

- 14 Lines nominate ONE depot on the Delivery orders.
- 2 Lines indicated they nominate TWO depots on the delivery orders.
- For specialized equipment (including reefer), all lines only nominate ONE depot.

Shipping lines carefully mark a container to a specific depot based on their own local Sydney Supply and Demand requirements.



■ ■ Empty Container Park Sub Group Meeting Survey

Do You Commonly receive Requests for Alternative delivery Locations?

- Most Lines indicated that yes they do receive requests and do consider alternatives based on their local Supply and Demand requirements.

Currently, most request come from the trucking companies by phone when their drivers are at a depot. This is an inefficient way to request container redirections.

ALTERNATIVE: If the trucking companies or Consignees know where they would like to redelivery a container, then a request prior to the import discharge should be sent by email to the respective Shipping line. This allows the Line to consider the adjustments into their container supply plan and update the delivery orders accordingly.



■ ■ Other Topics to consider

- Is ARTC prepared to accommodate the increased rail volumes when the PBLIS Peak Pricing comes into force?
- End Users (Importers/ Exporters) are still not aware of the PBLIS Peak Pricing. Will there be a mass marketing approach to educate these users?



Thank you for your attention

