Outcomes of the Container Storage Working Group

A guide for managing the impact of disruption within the container supply chain

SEPTEMBER 2022

VICTORIA State Government | Department of Transport

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The Container Storage Working Group

This group was formed to identify solutions to disruption in the container freight supply chain

As a result of COVID-19 and other recent developments, container trade has become less predictable.

Service providers in the supply chain have recently needed to manage the impacts of large spikes in full import and empty container volumes outside of traditional peak seasons. This has placed pressure on container storage facilities and increased the need to double handle containers in the supply chain. These issues increase transport costs and impact prices paid by Victorian consumers and exporters.

This guide has been developed to help cargo owners and freight service providers plan for and respond to disruption in the container freight supply chain at the Port of Melbourne.

The guide builds upon the Voluntary Performance Model (VPPM) established by the Victorian Government in 2020. The VPPM was developed to increase the transparency of pricing of stevedore terminal charges and to establish performance indicators to make the performance of the Port of Melbourne landside container supply chain more transparent.

The guide has been prepared using outputs from an industry working group (the Container Storage Working Group) facilitated by the Department of Transport in early 2022. The Group was formed in response to significant pressures on our supply chains and, more specifically, the storage of full shipping containers, with the objective of identifying solutions that could be implemented on a voluntary basis.

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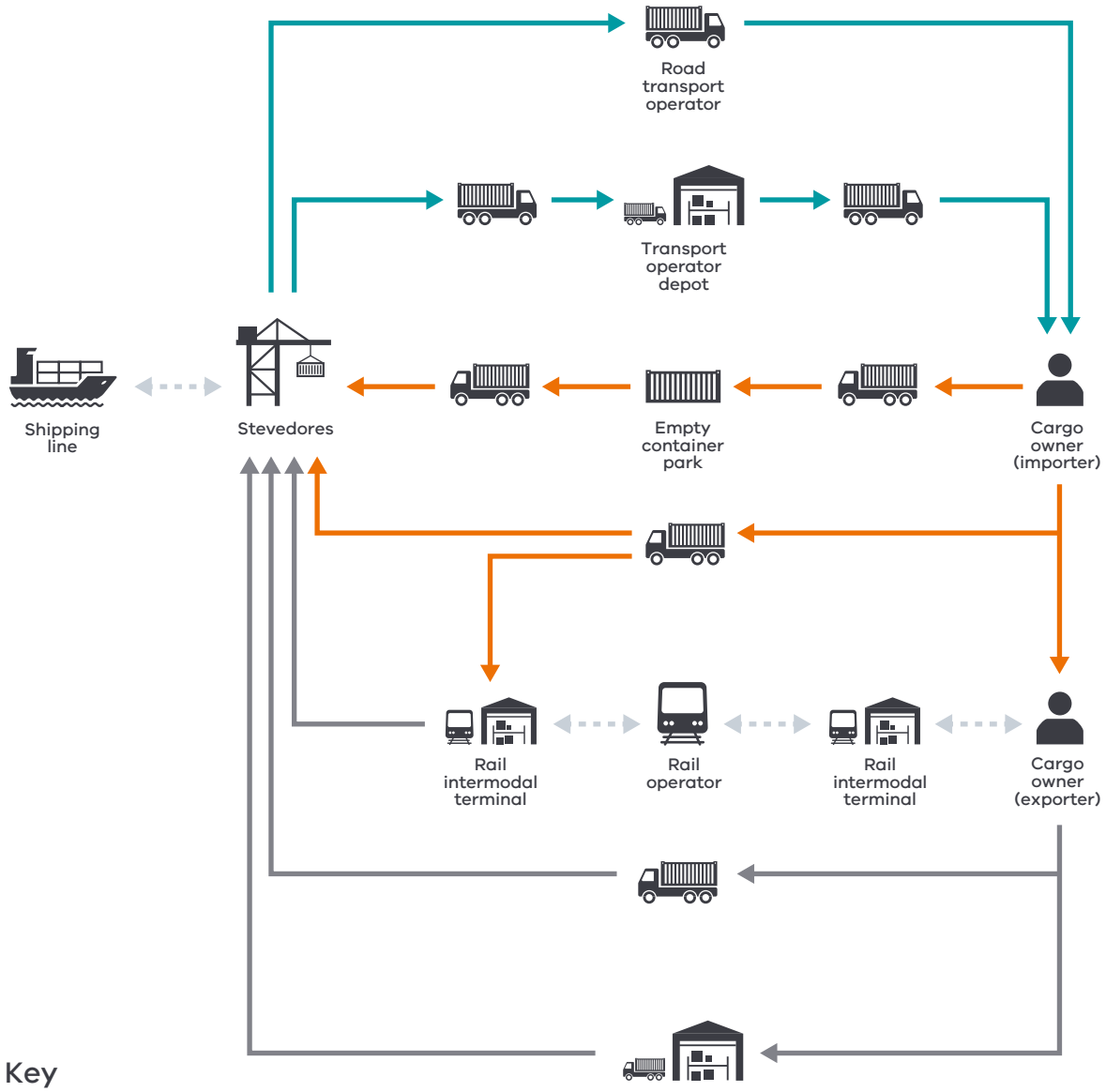
Service providers in the supply chain have recently needed to manage the impacts of large spikes in full import and empty container volumes outside of traditional peak seasons.

The Port of Melbourne container freight supply chain

Overview of the container freight supply chain – the many different parties that make up the container freight supply chain in Victoria

Stakeholder	Role in the supply chain
Shipping lines	Shipping lines transport containers from one port to another. Shipping lines usually own or lease sea freight containers used for transporting goods, and contract or own empty container parks to store and clean and repair containers before they are re-used for exports or returned to overseas markets. Shipping lines instruct cargo owners on where empty containers need to be returned and by what date. If the date is not met container detention charges are applied under the terms and conditions of the Bill of Lading.
Stevedores	Stevedores are involved in all activities directly connected with loading or unloading containers from vessels, stacking and storage on the wharf, and transferral of containers for land transport. Stevedores provide short-term storage of empty containers either within a dedicated pool (known as direct return of empty containers or DREs) or within a facility adjacent to the terminal (e.g., Patrick Cargolink).
Road transport operators	Road transport operators transport containers from stevedore terminals to cargo owners and freight forwarders and return empty containers to empty container parks, exporters or a stevedore terminal. Road transport operators are engaged by freight forwarders or cargo owners who hold a Bill of Lading with a shipping line.
Rail operators	Rail transport operators transport containers between the port and inland intermodal terminals used by importers and exporters. This includes the movement of full and empty containers.
Freight forwarders and customs agents/brokers	Freight forwarders act as an intermediary to consolidate and arrange the international transport ("forwarding") of cargo on behalf of cargo owners. They deal directly with shipping lines and hire transport companies for pickup and delivery of containers. Customs agents/ brokers arrange clearance of cargo on behalf of cargo owners.
Cargo owners	Cargo owners are the owner (individual or business) of the cargo being imported or exported.
Empty container parks (ECPs)	Empty container parks (also referred to as container depots) store empty containers on behalf of shipping lines. ECPs typically (but not always) have contracts with multiple shipping lines and allocate space for each shipping line for the storage of empty containers. ECPs may also provide ancillary services to shipping lines such as container cleaning and repairs for export reuse.

Typical pathways in the container freight supply chain



Source: NineSquared, Strategic Review of the Victorian Empty Container Supply Chain, Port of Melbourne (2020), Container Logistics Chain Study

The container freight supply chain is highly interconnected, meaning that issues in one part of the supply chain can significantly impact on others

As shown on Page 8, the Port of Melbourne landside container freight supply chain is highly complex, interconnected and uses a combination of road and rail to move full and empty containers to and from the Port.

Full import containers are usually transported via road from the Port to cargo owners (importers). Rather than being transported directly between the Port and its cargo owner, the majority of full import containers are staged at transport operator depots (approx. **82%**). This is often due to the mismatch of port pick-up and import delivery times (see further discussion on pages 17 and 18). Research commissioned by the Port of Melbourne estimates that the staging of full import containers has increased by approximately **16%** over the past decade.[1]

Rail and intermodal terminals play an important role in the movement of full containers from exporters to the Port. The staging of export containers is not as pronounced, as exporters generally have a greater ability to hold containers until shortly before they are due at the Port for shipping. However, the majority of export containers are still staged at either a road transport depot (approx. **40%**) or at an intermodal terminal (approx. **17%**).

The management of empty containers is an important part of the overall logistics chain, and the volume of full import container volumes has grown as a result of increased trade over the last decade. Empty import containers have three common return pathways back to the Port. They can be:

- Returned or 'dehired' at an empty container park (ECP), stored for a short time, then mass transported via road to a container terminal at the Port for repositioning (coastal or overseas). The mass movement of empties from the ECP to a container terminal is known as 'empty bulk run in'.
- Returned directly to stevedore terminals (this is commonly referred to as 'Direct Return of Empties' or DRE).
- Re-used or exchanged to be filled with full exports and transported back to the Port using an online platform such as Matchbox Exchange or directly with the shipping line.

1 *Port of Melbourne (2020), Container Logistics Chain Study, p.16*

Disruption in the supply chain

Examples of where things can go wrong and the flow-on impacts to different parts of the supply chain

Overseas ports

Congestion and disruption can occur at overseas and Australian ports due to factors such as peak season volumes, labour shortages and adverse weather events. This can have downstream impacts such as:

- Inventory accumulating at origin and transhipment ports waiting on shipping slots to Australia.
- Reduced timeframes for receival, unpacking and returning of cargo for cargo owners.

Shipping lines

Strong demand for imports and/or increased export volumes can require shipping lines to try to maximise vessel loading capacity.

Congestion and disruption at Australian and overseas ports may result in vessels not meeting berth schedules and "bunching" on arrival, leading to larger volumes being discharged within a short timeframe.

Vessel disruptions and container terminals congestion cause delays which impact on cargo owners and have flow on effects to other parts of the supply chain, including empty container management.

Port of Melbourne and Stevedores

Stevedore terminals can face challenges during peak season such as labour shortages, vessel delays and bunching due to congestion at other ports, industrial action and adverse weather events. This can lead to:

- Large volumes of imports being discharged within a short timeframe.
- Reduced turnaround time at stevedore terminals.
- Delays for receiving cargo.

ECPs

Some ECPs may operate well above 100% storage capacity during peak periods, resulting in operational and safety risks.

Limitations on return locations for empty containers can increase the need for transport movements and delays. This can increase the need for double handling and may require cargo owners or transport operators to hold empty containers for longer periods.

Cargo owners

Cargo owners may experience issues with receiving and unpacking large volumes of full import containers during peak season. This may be due to labour shortages or an inability to spread volumes because of port congestion and other factors.

Many cargo owners have limited capacity to hold the increased inventory volumes arriving from originating ports, resulting in full containers needing to be staged at transport operator's yards, third party yards and/or at the port.

Transport operators

Congestion at stevedore terminals can make it difficult for transport operators to book slots to collect import or deliver export containers.

Truck turnaround times at stevedore terminals are also likely to increase and transport operators may have to stage more full containers at an intermediate facility (typically their yard) until cargo owners can receive and unload containers.

Anticipating congestion in the supply chain

Planning ahead and undertaking research is important to ensure an organisation can cope with supply chain disruption and the demands of peak periods.

Up to date forecasts of inbound import containers or outbound export containers are essential. This information can be shared with transport operators or other service providers to help them better meet their client's needs.

There are also other useful sources of data on port performance that can help cargo owners understand the potential for disruption and to plan ahead. Publicly available sources of data include the Voluntary Performance Monitoring Framework and the Port of Melbourne Monthly Trade Reports. Metrics that can provide insight into when and where there is congestion in the supply chain include:

- **Load-Discharge ratio** which shows whether trade is generating or removing surplus empty containers at the port (see page 12 for further information)
- **Average truck and container turnaround time** which shows the average time taken to process trucks at stevedore terminals. (see page 13 for further information)
- **Containers per truck** which measures the average number of containers on trucks at stevedore terminals (see page 14 for further information).

Communication is key. Should any freight service party in the supply chain be experiencing any difficulties or delays, these should be discussed with the cargo owner. Alternatively, it is also recommended that cargo owners talk to their shipping line and other freight service providers to understand what they are seeing on the ground in terms of port volumes and congestion. They may have valuable information on things such as:

- Forecast port activity and overall volumes that might be coming into the Port of Melbourne over the upcoming weeks
- Vessel off-window arrivals and berthing delays which may mean delays in receiving cargo and large volumes coming into the port within a short period of time
- Utilisation of transport operator yard capacity – Utilisation of transport operator yard capacity which may be an early indicator of congestion in the supply chain. When transport operators are storing large volumes of containers in their yard this may indicate a lack of capacity at ECPs or stevedore terminals.
- Empty container storage and utilisation of operational capacity which may mean empty container parks are filling up, indicating strong inbound volumes through the port and a possibility that shipping lines will need to increase evacuation of surplus empty containers.

Load-discharge ratio

The load-discharge ratio is the ratio of total exports (full and empty) to total imports, aggregated across the three stevedores at the Port of Melbourne. This indicator shows whether trade is generating or removing surplus empty containers at the port. The Voluntary Performance Monitoring Framework reports the load-discharge ratio each quarter. Trade figures can also be downloaded from Port of Port of Melbourne Monthly Trade Reports.

A ratio of less than 1 means that trade is generating surplus empty containers whilst a ratio of greater than 1 means that trade is removing surplus empty containers at the port. A sustained period where the load-discharge ratio is less than 1 generally indicates that a large amount of surplus empty containers are accumulating at ECPs, at stevedore terminals, in transport yards or importers' premises causing significant congestion and creating operational and safety risks at these facilities.

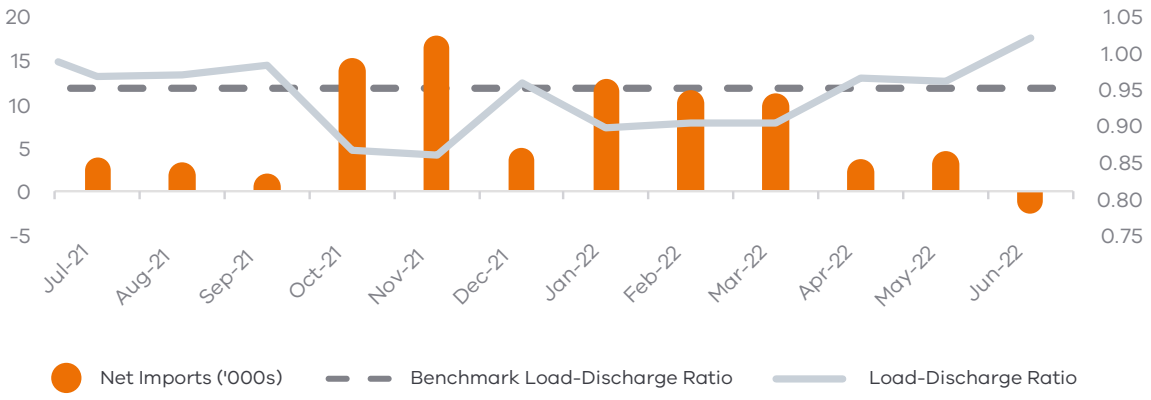
The figure below presents the actual (green), the trailing quarterly average (orange) and the benchmark (red) load-discharge ratio at the port over the 2021-22 financial year.

An average load-discharge ratio of less than 0.95 indicates a sustained trade imbalance that may have negative impacts on port operations and productivity, and broader impacts on the container freight supply chain.

Adopting a figure of less than 1 as a benchmark recognises that a proportion of imported containers may be retired, "off-hired", repurposed or exported through another port.

As the figure shows, the load-discharge ratio at the Port of Melbourne in early 2022 decreased to 0.90. During this period, many stakeholders observed significant port congestion and a sharp increase in ECP and transport operator yard utilisation.

Load-Discharge Ratio at Port of Melbourne (FY21) (000's)



Average truck and container turnaround times at stevedore terminals

Truck turnaround times (TTT) are a measure of stevedore efficiency as they show how quickly a truck can be processed at the terminal. This indicator measures the time elapsed from when the truck enters the "in-gate" of a container terminal to the time when the last container is loaded/unloaded, i.e. "job complete". It does not include the time the truck waits outside the gate of a container terminal, nor does it include the time taken for a truck to exit the terminal following job completion.

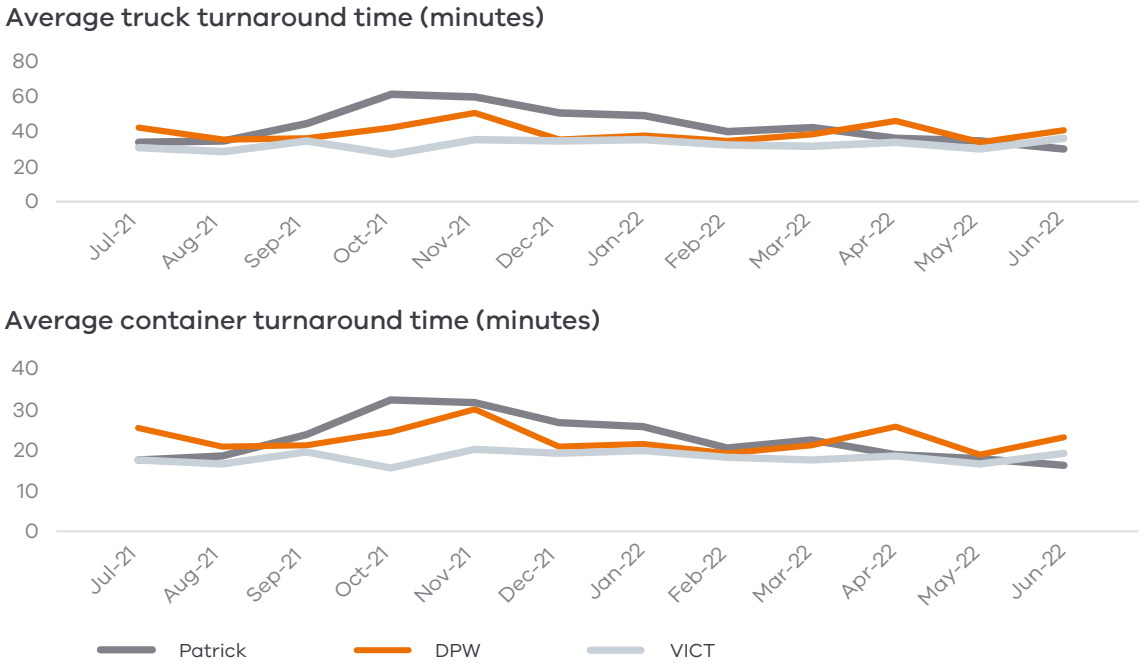
Average TTTs in Melbourne are typically around 45 minutes. TTTs above 45 mins indicate congestion at stevedore terminals and may result in delays for receiving and delivering cargo.

Average TTTs are influenced by the number of containers on a truck. For example, it takes longer to service a B-Double carrying a 40ft container and 20ft container than a semi-trailer carrying a single 20ft container. Consider looking at the average container turnaround time (CTT) indicator which adjusts average TTT by the average number of containers per truck entering the terminal (see page 14 for further information on this indicator).

The Voluntary Performance Monitoring Framework reports the average TTTs and CTTs at stevedore terminals each quarter. Many transport companies may independently monitor turnaround times at stevedore terminals for transport planning purposes.

Note: TTT and CTT may be impacted by other external factors e.g. protected industrial action, adverse weather events or equipment or technology outages at stevedore terminals.

Average TTTs and CTTs at the Port of Melbourne (FY21)



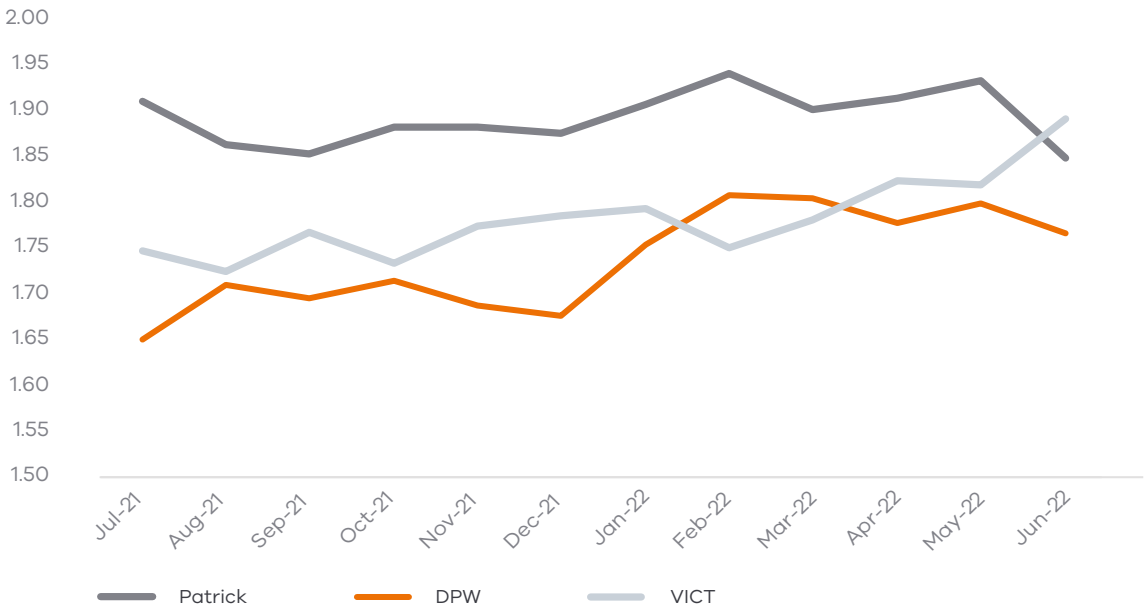
Containers per truck

Containers per truck measures the average number of containers on trucks entering stevedore terminals. This indicator can also provide some useful insights on the relative efficiency of trucks, both inbound and outbound, at the Port. The Voluntary Performance Monitoring Framework reports the average containers per truck at stevedore terminals each quarter.

Generally, most trucks that enter the port can either carry one or two containers, and a maximum of four for high productivity freight vehicles. The average number of containers carried on trucks at the port can vary by the time of year and may be influenced by trade volumes and other factors.

Average containers per truck during peak season (August 2021 to February 2022) across the three stevedore terminals was approximately 1.80. In comparison, during off-peak periods (March 2021 to July 2021), the average containers per truck across the stevedore terminals was 1.74.

Average containers per truck (FY21)



Actions to alleviate stress on the supply chain

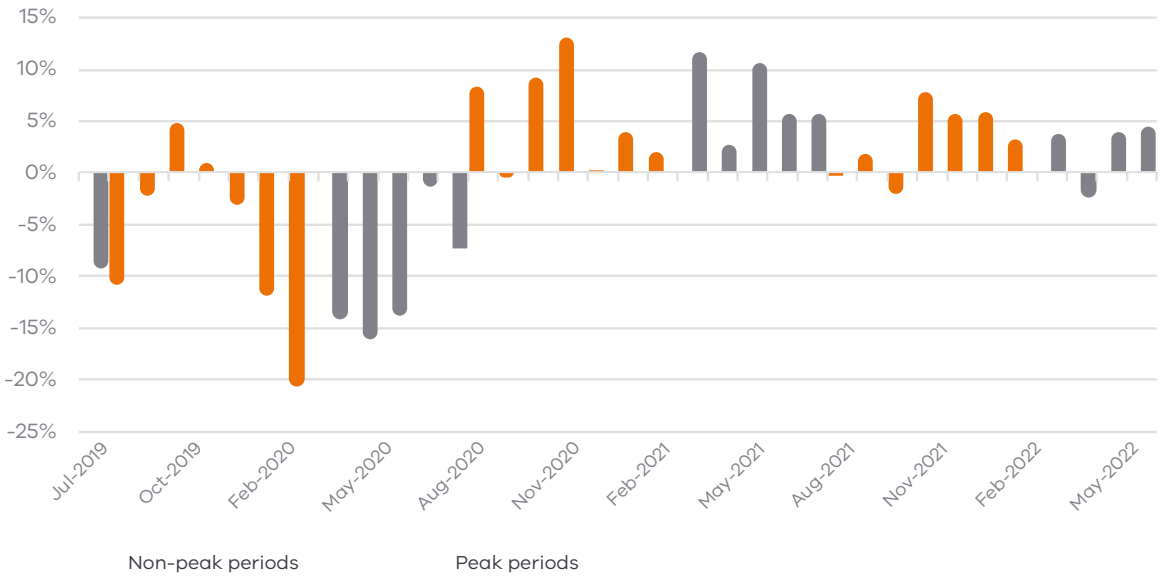
Early planning can help to manage fluctuations in demand during peak season

Peak season at the Port of Melbourne usually occurs from August to February, and typically results in significantly higher import volumes relative to the average. Further, COVID-19 has disrupted global containerised supply chains, exacerbated fluctuations in demand and has made planning ahead more difficult.

Early planning can help to minimise the potential for unexpected issues to impact on operations. Actions that freight service providers could consider during peak season:

- Extending operating hours for receival of containers.
- Providing alternative pathways to return empty containers including container triangulation.
- Working with shipping lines during periods of congestion to reduce detention costs.

Trade volume percentage difference relative to annual monthly average



Getting documentation right

Timely provision of correct documentation allows for efficient cargo clearance and can avoid extra costs

Overview

Timely and correct documentation plays an essential role in a free-flowing supply chain. Cargo owners should ensure that the necessary documentation is processed quickly to avoid delays in the physical supply chain. Importers should focus on the correct presentation and processing of key documents that apply to nearly every cargo transaction. These include:

- **Bill of Lading (B/L)** – The B/L is the transport document commonly used for sea freight shipments. It is a legal document under which cargo is accepted for carriage on board a vessel. It is issued by the shipping line.
- **Container weight declaration (CWD)** – The CWD is the written declaration of the weight of a freight container and its contents. It is a legislative requirement. For more information see Container weight declarations | NHVR.
- **Delivery Order (D/O)** – The D/O is a cargo release document provided by shipping companies in exchange for a properly endorsed, original B/L, Sea Waybill or email-released B/L, as well as payment of applicable charges. It is issued by shipping companies to enable consignees to collect containers from the port.

What can you do?

Cargo owners (Importers)

- Involve your freight forwarder, shipping line, or customs broker at the ordering process. If not, ensure that you obtain and forward them required documentation as soon as possible.
- Before they are handed to shipping lines or submitted to Customs or other authorities as part of the clearance process, ensure that the B/L, CWD, and D/O are accurate and contain all required information. Additionally ensure that they are endorsed correctly by the appropriate party/parties before being submitted.
- Take external variables into consideration, such as seasonal peak demands or processing times for duties and charges (such as the 24-48 hour processing time on electronic funds transfer). Order and pay early to ensure that your freight arrives on time.
- Some transport operators are able to pick up your containers from the stevedore terminal at night or on the weekend. Making your premises available for this may reduce your supply chain costs. Further information on extended operating hours and alternative transport pathways is provided on the following pages.

Benefits to the supply chain

- Getting documentation right the first time ensures containers can be cleared from the port as quickly as possible and reduces the potential for additional charges and penalties.
- Enables transport operators and other service providers to better plan deliveries, making better use of resources, reducing the potential for futile truck trips and penalties and improving overall supply chain efficiency.

Extending operating hours

Even temporary changes to operating hours during peak periods can significantly reduce freight costs

Overview

While stevedores and some transport operators operate 24/7, this is not the case for all parts of the supply chain. Operating hours for ECPs vary (see Appendix A), and many warehouses operate standard business hours.

This can create major challenges for transporting and storing containers, particularly during peak periods. Shorter operating hours at the customer end of the supply chain can limit the ability of transport operators to move containers during less busy periods and impact on other activities such as returning empty containers.

While workforce limitations, additional costs and other factors may prevent permanent changes to operating hours, even temporary extensions to operating hours during peak periods can deliver significant benefits that outweigh the costs of operating longer hours. This can also make extended hours of operation more viable in other parts of the supply chain e.g. ECPs (see page 18 for further information).

What can you do?

- **Cargo owners** – Consider operating staggered hours, or opening later during peak season. If this cannot be achieved, talk with your transport operator about opportunities for after hour deliveries of containers and collection of empties. This can often be done without significant changes to staffing at premises (e.g. providing after hours access).
- **ECP operators** – incentivise use of out of hours capacity and/or trial extended operating hours with promotion to transport operators via your vehicle booking system and trade associations.

Benefits to the supply chain

Greater flexibility for transport operators and other service providers, reduces the need for staging containers at yards and allows truck trips during less congested periods, providing cost savings for cargo owners that offset any increased site operating costs.

More options for transport operators to dehire containers, reducing the likelihood of container detention costs.

Feedback from the Container Storage Working Group suggests that out-of-hours deliveries of containers in Melbourne are around 10% lower compared to Sydney and Brisbane.

Unlocking efficiency through extending operating hours

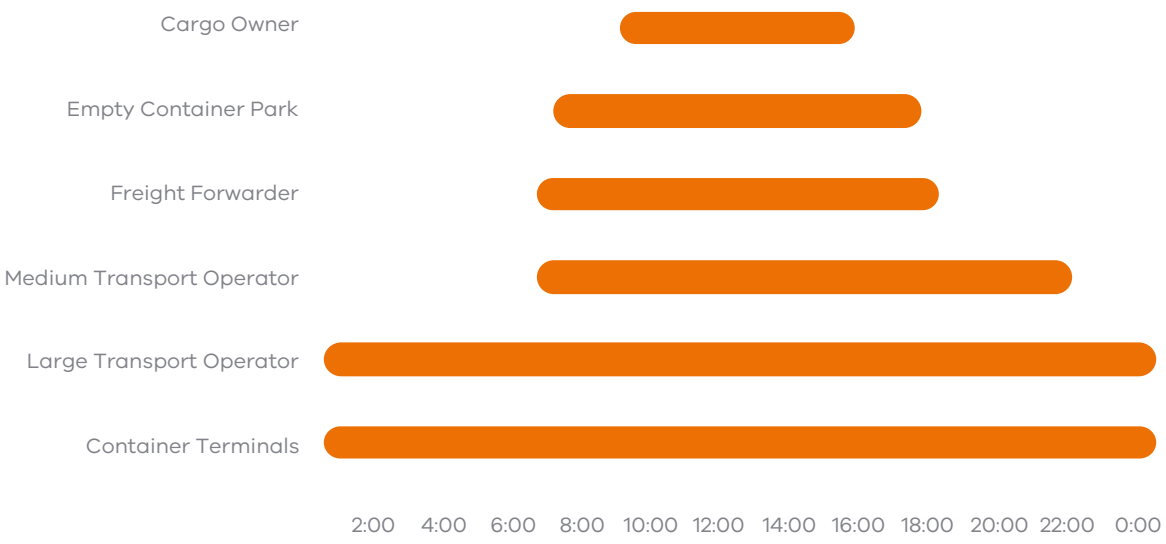
While many large freight service providers operate 24/5 or 24/7, most deliveries and collections of full import and empty containers occur between 6:00 am and 6:00 pm on weekdays, with far fewer deliveries and collections after hours and on weekends.[2] This is strongly influenced by operating hours of cargo owners. The Container Storage Working Group highlighted the need to better understand the reasons for limitations on cargo owner operating hours.

Mismatches in operating hours reduce the ability of freight service providers to run more efficient operations and the ability of the supply chain to handle fluctuations in demand.

Cargo owners are encouraged to engage with transport operators and other freight service providers early to discuss potential options for extending operating hours and receiving containers during off-peak times (i.e. before 6am or after 6pm).

Operating hours of major sites (e.g. container terminals and ECPs) may also change over Christmas and New Year periods. As many sites will be closed during this time, forward planning can help to avoid unnecessary container rental or detention charges.

Example of different operating hours across the container freight supply chain



2 *Port of Melbourne (2020), Container Logistics Chain Study, Section 3.19*

Alternative container dehire options

Providing alternative pathways – alternative dehire locations and direct returns to stevedore terminals can assist in managing peak season demand.

Overview

Shipping lines, as the owner of the container, instruct cargo owners on where empty containers need to be returned and by what date. There is a functionality in ECP vehicle booking systems that allow shipping lines to nominate multiple dehire locations. When used, this can provide cargo owners and transport operators with more flexibility for collecting and returning empty containers.

In some cases, shipping lines may only nominate a single return location (e.g. if they own or exclusively use particular container parks). The use of separate booking systems for stevedore terminals and ECPs reduces information visibility when shipping lines "switch" (redirect) empty return instructions between nominated ECPs and direct returns to stevedore terminals. Transport operators and cargo owners can request changes or other options with shipping lines, but this adds to administrative burden.

Even if shipping lines own or exclusively use particular container parks during normal periods, they can provide the option of using other sites, for example when their sites are at operational or truck arrival (slot) capacity and/or are experiencing issues such as slow truck turnaround times.

What can you do?

- **Cargo owners** – ask your transport provider which shipping lines provide the greatest flexibility with container dehire locations. This can be considered when selecting future shipping services. When negotiating with a shipping line, seek information about which ECPs they use and discuss this with your freight service providers.
- **Shipping lines** – if not already providing multiple dehire options, establish arrangements with additional ECPs that could provide transport operators with additional options for dehires during high volume periods.

Benefits to the supply chain

- Reduction of truck movements to and from the port precinct and ECPs, including the mitigation of futile truck trips, can deliver significant economic benefits to the community.
- Improved flexibility for managing empty containers during peak periods.
- Reduced transport and handling costs for cargo owners.

Container triangulation

Providing alternative pathways – Container triangulation can reduce transport costs and deliver broader benefits to the community

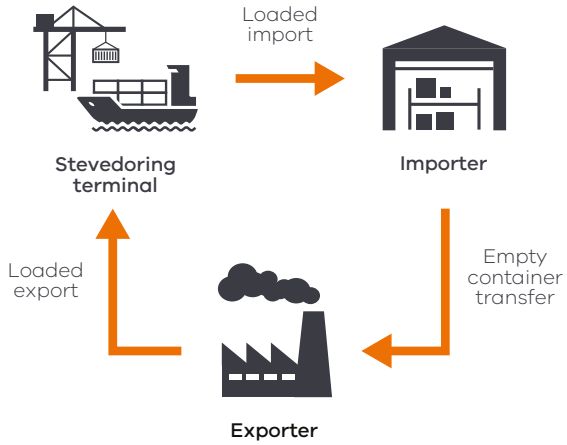
Overview

Container triangulation involves re-using surplus empty containers for export rather than returning them to an ECP or stevedore terminal. This can be a very efficient way of managing empty containers, particularly where transport operators service both importers and exporters.

Cargo owners or transport operators can seek permission from shipping lines to re-use or exchange empty import containers for immediate export use through platforms such as MatchBox Exchange without the need for the empty container to be returned to an ECP.

Triangulation requires cargo owners or their service providers to ensure that empty containers are fit for purpose for the export of cargo.

Triangulation of containers



What can you do?

- **Cargo owners** – ask your transport provider if they use a triangulation platform and whether this is supported by your contracted shipping line. If not, this could be considered when selecting future shipping services.
- **Transport operators** – trial a triangulation platform and encourage customers to use shipping lines that support them.
- **Shipping lines** – if not already providing the option, trial the application of triangulation to provide your customers with a further option for managing empty containers.

Benefits to the supply chain

- Reduced empty container storage requirements and better utilisation of shipping line equipment.
- Reduced transport and handling costs for cargo owners.
- Reduction of truck movements to and from the port precinct and ECPs, providing economic benefits.

Working with shipping lines during peak periods

Working with shipping lines during periods of peak congestion can reduce detention costs

Overview

The time to collect, unload and return containers (referred to as 'free time' or the 'dehire/detention period') is set by agreements between shipping lines and cargo owners. Dehire periods may vary, with importers usually given shorter periods compared to exporters. Container detention charges apply if a container is not dehired by the nominated return date, with charges usually escalating the longer the container is held after this time.

Recent studies[3] have highlighted major challenges being experienced by transport operators and cargo owners with dehire, particularly given other supply chain issues. Many shipping lines will consider requests to extend dehire. With this aside, studies suggest that current procedures can place a burden of proof on transport operators.

Industry feedback suggests that more consistent practices could be applied. Shipping lines can temporarily extend, waive or suspend de-hire deadlines during periods of disrupted trade, ECP or terminal congestion. This can provide additional time and flexibility for landside operators to return empties accordingly, reducing the need for individual requests.

What can you do?

- **Cargo owners** – before renewing or entering into a new agreement with a shipping line, ensure that you understand your shipping line's policy on dehire and detention and consult your transport provider regarding their requirements and which shipping lines are most accommodating with changes due to unforeseen circumstances.
- **Shipping lines** – during periods of disrupted trade, consider applying temporary extensions, waivers or suspensions to dehire periods that prevent the need for transport operators and cargo owners to request changes on a case-by-case basis. Have reasonable documented policies available to customers on how, when and in what circumstances detention "free time" extensions may be granted.
- **Transport operators** – Engage with cargo owners to ensure that they are aware of container dehire requirements, particularly during high volume periods.

Benefits to the supply chain

- Greater opportunity for transport operators to dehire containers can help **avoid the need for transport operators and cargo owners to pay additional fees** and charges.
- Ensuring empty container equipment is returned to the shipping line within a satisfactory timeframe.

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3 *NineSquared (2020) NSW Empty Container Supply Chain Study and NineSquared (2020) Strategic Review of the Victorian Empty Container Supply Chain*

Next steps

The Department of Transport will be working with industry to develop a Voluntary Code of Practice and review industry-led trials which respond to disruption

Towards a code of practice

The Container Storage Working Group agreed that a voluntary code of practice could be useful for managing issues in the container freight supply chain.

A code of practice could be made up of actions and interventions to prevent or mitigate the impacts of major supply chain disruptions, such as surges in full import volumes and empty container volumes. These actions could be implemented by relevant parties in the container supply chain on a temporary basis, for example extending operating hours and extensions to dehire periods.

Developing this idea further would require an agreed definition of what constitutes a 'crisis' i.e. when special actions should come into effect and for how long. While some initial benchmarks were identified by the Container Storage Working Group (see page 11), further data will be required to develop a voluntary code of practice. Future performance measures will be developed with this goal in mind.

Trials and sharing success stories

Sharing information about the outcomes of new strategies and trials can help to promote positive changes in behaviour across the broader container freight supply chain.

This guide will be regularly reviewed and updated in response to industry feedback and any improvements to systems, processes and practices.

If you are trialling any new approaches to managing containers, including strategies discussed in this guide, the Department of Transport would be very interested to hear from you.

There may be opportunities for the Department to provide advice and support for evaluations of trials. If you would like to discuss this or any other matter in this guide further, please contact freightvictoria@transport.vic.gov.au.

new strategies and trials can help to promote positive changes in behaviour across the broader container freight supply chain

Appendix A

ECPs in Melbourne

ECP	Location	Estimated Capacity (TEUs)	Operating Hours	Booking system
ACFS e-Depot Webb Dock	24 Kooringa Way, Port Melbourne VIC 3207	8,000	5am Monday to 12 noon Saturday	ContainerChain
ACFS e-Depot Link	101-117 Coode Road West Melbourne, Vic 3003	4,000	Monday to Friday: 6am to 4pm	ContainerChain
ACFS e-Rail	23 Appleton Dock Rd, West Melbourne VIC 3003	5,000	5am Monday to 12 noon Saturday	ContainerChain
Qube Dynon[1]	172-184 Dynon Rd, West Melbourne VIC 3003	3,500	N/A	ContainerChain
Qube Victoria Dock[2]	20 Enterprize Rd, West Melbourne VIC 3003	4,000	Monday to Friday: 7am to 4pm	ContainerChain
Port Melbourne Containers	37 Prohasky St, Port Melbourne VIC 3207	5,500	Monday to Friday: 7am to 6pm	ContainerChain
Westlink Container Park[3]	50 Modal Pl, Altona VIC 3018	5,500	Monday to Friday: 6am to 5:30pm	ContainerChain
ContainerSpace	465-467 Somerville Rd, Brooklyn VIC 3012	5,000	Monday to Friday: 5am to 5pm Saturday: 6am to 12:30pm	1-Stop

1 *Qube has advised that Qube Dynon is currently used for hire and sales and not for empty container storage.*

2 *Qube has advised that Qube Victoria's total capacity (4,000 TEUs) depends on number of Full Container Loads (FCLs) stored at the site.*

3 *Westlink Container Park has a sole commercial arrangement with Maersk/Hamburg-Sud to store containers at their site.*

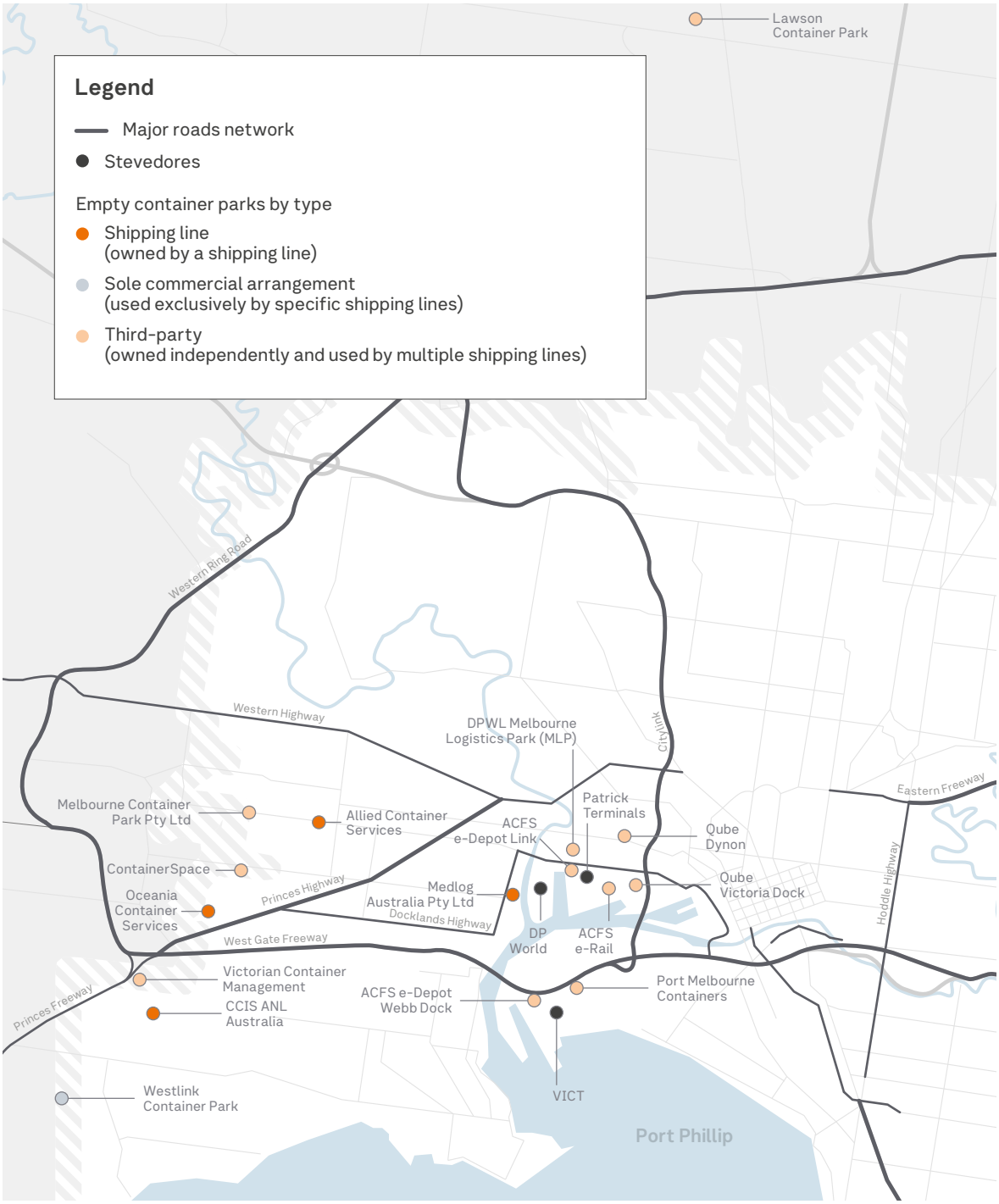
ECP	Location	Estimated Capacity (TEUs)	Operating Hours	Booking system
Victorian Container Management[4]	141- 159 Dohertys Road, Altona North, VIC 3025	8,000	Monday to Friday: 6am to 5pm	ContainerChain
Melbourne Container Park Pty Ltd	265/281 Sunshine Rd, Tottenham VIC 3012	4,500	Monday to Friday: 6am to 5pm	ContainerChain
CCIS ANL Australia[5]	11 – 21 Pinnacle Road, Altona North VIC 3025	5,800	Monday to Friday: 5am to 10pm	ContainerChain
Oceania Container Services	28 Jones Rd, Brooklyn VIC 3012	8,500	Monday to Saturday: 6am to 6am	ContainerChain
Medlog Australia Pty Ltd	2 Somerville Rd, Footscray VIC 3011	10,000	Monday to Friday: 6am to 10pm Saturday: 7am to 11:00am	ContainerChain
Allied Container Services	102 Olympia St, Tottenham VIC 3012	8,000	Monday to Friday: 7:30am to 4pm	ContainerChain
Lawson Container Park	160 Union Rd, Somerton VIC 3062	6,000	Monday to Friday: 6am to 6pm; Saturday: 6am to 2pm	ContainerChain
DPWL Melbourne Logistics Park (MLP)	Dock Link Road, West Melbourne	6,000	Monday to Friday: 6am to 3am	ContainerChain
Total Fixed Capacity (TEUs)		**97,300**		

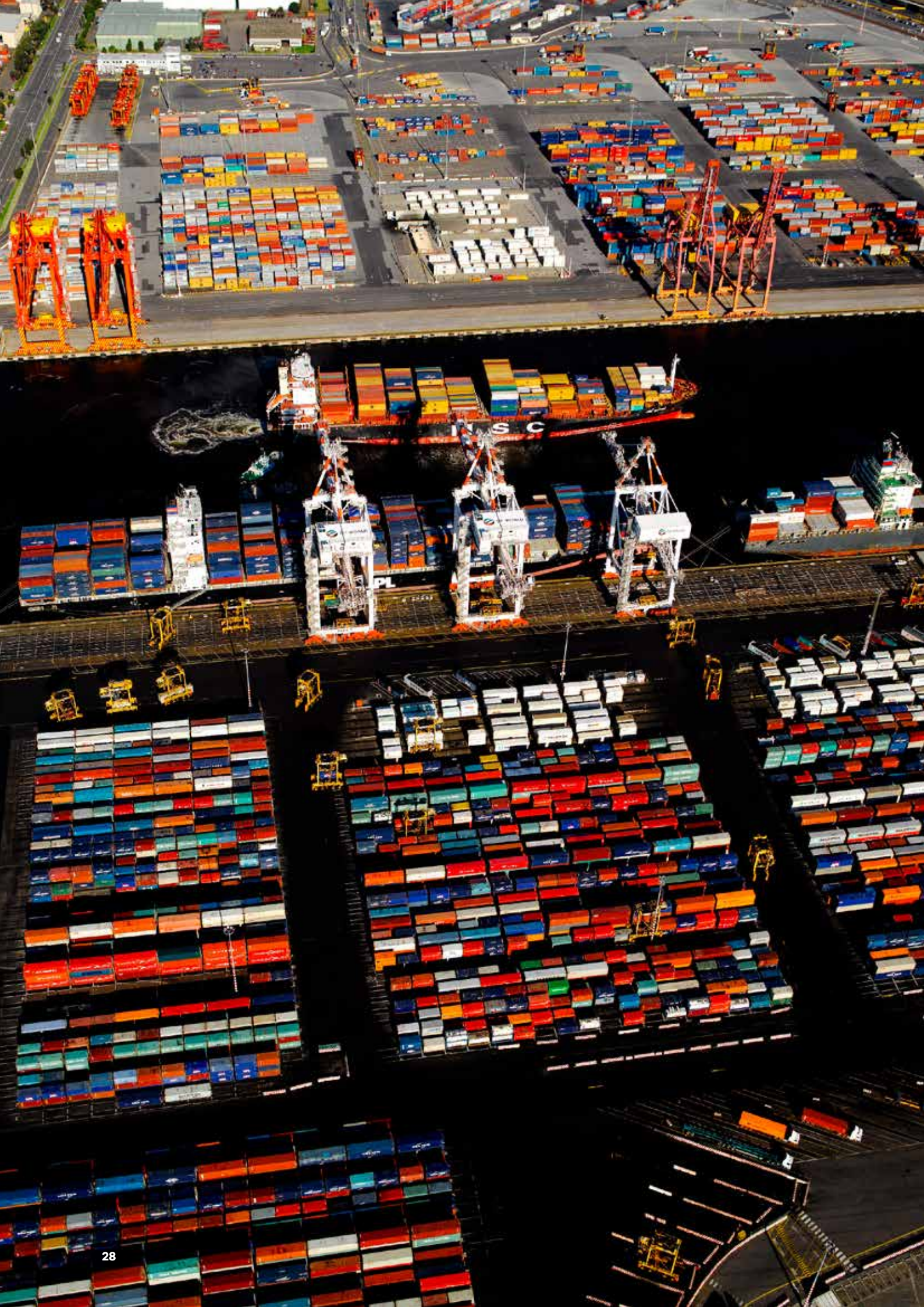
4 *The address provided for Victoria Container Management is for their new site.*

5 *CCIS ANL Australia (formerly known as ANL Container Park) has advised that they have recently acquired additional land for storage capacity (additional 1,000 TEUs). ANL is currently operating from 6am to 8pm however standard operating hours are from 6am to 10pm.*

ECPs in Melbourne: Summary of operating hours

ECPs in Melbourne




M S C

Appendix B

Industry contacts

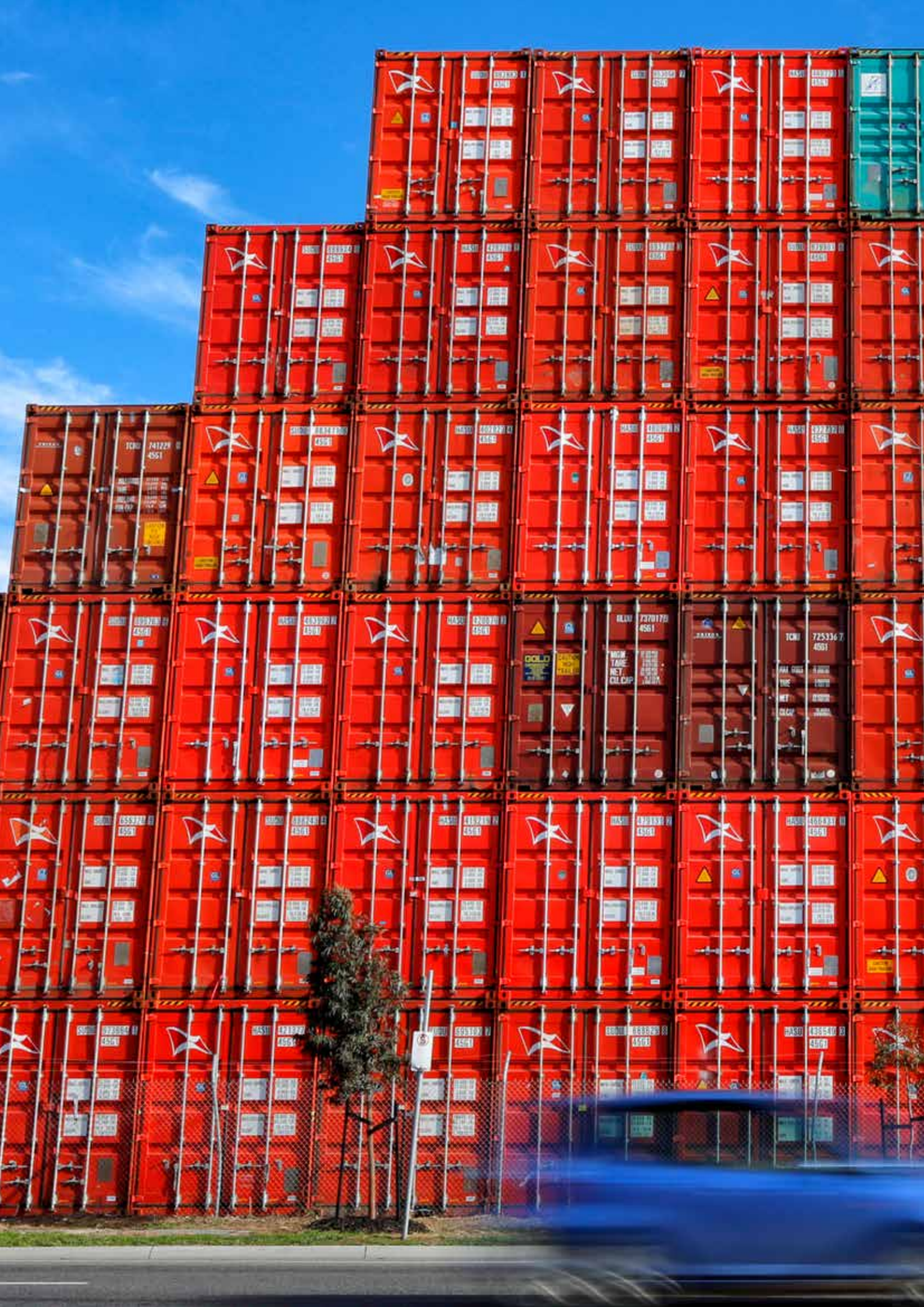
Organisation	Head office address	Website	Email	Phone
Shipping lines				
Maersk	Level 8, 383 Kent Street, Sydney, NSW 2000	maersk.com	au.import@maersk.com au.export@maersk.com	+61 2 7251 6848
Mediterranean Shipping Company (MSC)	Suite 532, 5 Lime Street, Sydney, NSW 2000	msc.com	info@msc.com	+61 8 9336 0500
COSCO Shipping	Level 2/101 Sussex St, Sydney, NSW 2000	coscoshipping.com.au	dezone@sina.com	+61 2 9373 9588
CMA CGM ANL	Level 10, 30 Convention Centre Place, South Wharf VIC 3006	anl.com.au	anlho-enquiries@anl.com.au	+61 3 8842 5555
Hapag – Lloyd	Suite 3.01 Level 3, 19 Harris Street, Pyrmont, NSW 2009	hapag-lloyd.com	australia@service.hlag.com	+61 1300 427 245
Ocean Network Express (ONE)	1/100 Pacific Hwy, North Sydney, NSW 2060	one-line.com/en	au.syd.sales@one-line.com	+61 290569900
Evergreen Line	Level 11, 77 Pacific Highway, North Sydney, NSW 2060	evergreen-line.com	sydemcbiz@evergreen-shipping.com.au	+61 2 9936 5700
HMM	Level 7, 154 Pacific Highway, St Leonards, NSW 2065	hmm21.com	sales.syd@hmm21.com	+61 1300 368 194

Organisation	Head office address	Website	Email	Phone
Yang Ming	Suite 6.03, 12 Mount Street, North Sydney, NSW 2060	yangming.com	csdoc@au.yangming.com	+61 2 8404 0865
ZIM	Ground Floor C1, 63-85 Turner Street, Port Melbourne VIC 3207	zim.com	au.service@zim.com	+61 1300 128 737
Stevedores				
Patrick Terminals	Level 12, 200 Queen Street, Melbourne, VIC, 3000	patrick.com.au	vbsclerk@patrick.com.au	+61 2 9394 0413
DP World Australia	Level 40, 25 Martin Place, Sydney NSW 2000	dpworld.com	cct.schedule@dpworld.com.au	+61 2 9270 8800
Victoria International Container Terminal (VICT)	78 Webb Dock Drive, Port Melbourne VIC 3207, Australia	vict.com.au	enquires@vict.com.au	+61 3 8547 9700
ECPs				
ACFS Port Logistics	Gate B52, 2 Simblist Rd, Port Botany NSW 2036	acfs.com.au	inquiries@auscfs.com	+61 2 8484 6200
Qube	Level 27, 45 Clarence Street, Sydney NSW 2000	qube.com.au	logistics@qube.com.au	+61 2 9080 1900
Port Melbourne Containers	37 Prohasky St, Port Melbourne VIC 3207	portmc.com.au	operations@portmc.com.au	+61 3 9646 2954
Westlink Container Park	50 Modal Pl, Altona VIC 3018	facebook.com/Westlink-Container-Park-1789101681119846	leigh@westlinkcp.com.au	+61 3 9369 6001

Organisation	Head office address	Website	Email	Phone
ContainerSpace	465-467 Somerville Rd, Brooklyn VIC 3012	containerspace.com.au	enquiries@containerspace.com.au	+61 3 9314 5589
Victorian Container Management	141-159 Dohertys Road, Altona North, VIC 3025	viccm.com.au	sales@viccm.com.au	+61 3 9315 5000
ECPs				
Melbourne Container Park Pty Ltd	265/281 Sunshine Rd, Tottenham VIC 3012	melbcontainers.com	operations@melbcontainers.com.au	+61 3 9364 8688
CCIS ANL Australia	11 – 21 Pinnacle Road, Altona North VIC 3025	ccis-network.com/network/australia	mbe.customerservice@ccis-network.com	+61 3 9369 0966
Medlog Australia Pty Ltd	2 Somerville Rd, Footscray VIC 3011	medlogaus.com	aus-info@medlog.com	+61 8 9336 0500
Allied Container Services	102 Olympia St, Tottenham VIC 3012	allied.com.sg	acsji@allied.com.sg	+61 3 9314 1977
Lawson Sideloader Services	32 Lillee Crescent Tullamarine, VIC 3043	lawsonsideloader.com.au	Info@lawsonsideloader.com.au	+61 3 9339 0700
DP World Logistics Melbourne	West Swanson Dock Terminal Mackenzie Rd, West Melbourne VIC 3003	dpworld.com/australia/logistics/melbourne-port-logistics-park	cct.schedule@dpworld.com.au	+61 3 9680 0700
Oceania Container Services	28 Jones Rd, Brooklyn VIC 3012	coscomarine.com.au	contact@oceania.com.au	+61 8 9336 4238

Organisation	Head office address	Website	Email	Phone
Vehicle booking system and container exchange providers				
Containerchain	5 Queens Rd, Melbourne VIC 3004	live.containerchain.com.au	support@containerchain.com	+61 1300 944 083
1-Stop	619 Elizabeth St, Redfern NSW 2016	1-stop.biz	helpdesk@1-stop.com	+61 2 9588 8900
Matchbox exchange	Level 22/120 Spencer St, Melbourne VIC 3000	matchboxexchange.com	au.help@matchboxexchange.com	+61 1300 919649
Industry Associations				
Shipping Australia Limited (SAL)	80 William St, Woolloomooloo NSW 2011	shippingaustralia.com.au	admin@shippingaustralia.com.au	+61 (0)414 842 415
Freight & Trade Alliance (FTA)	68 Brooker Avenue, Beacon Hill NSW 2100	ftalliance.com.au	info@ftalliance.com.au	+61 2 9975 1878
Container Transport Alliance Australia (CTAA)	57 Victoria Parade, Collingwood VIC 3066	ctaction.com.au	contact@ctaction.com.au	+61 (0) 413 662 263
International Forwarders and Customs Brokers Association of Australia (IFCBAA)	Unit 8C, 443 West Botany Street Rockdale NSW 2216	ifcbaa.com	ifcbaano@ifcbaa.com	+61 2 9587 1986
Victorian Transport Association (VTA)	Level 1, Mirrat House. 46 Kooringa Way, Port Melbourne VIC 3207	vta.com.au	reception@vta.com.au	+61 3 9646 8590

Organisation	Head office address	Website	Email	Phone
Government/Port operator				
Port of Melbourne	Level 19, 839 Collins Street Docklands VIC 3008	portofmelbourne.com	community@portofmelbourne.com	+61 1300 857 662
Ports Victoria	Level 5, 530 Collins Street Melbourne VIC 3000	vicports.vic.gov.au		+61 3 8347 8300
Department of Transport Victoria/Freight Victoria	1 Spring St, Melbourne VIC 3000	transport.vic.gov.au	freightvictoria@transport.vic.gov.au	+61 3 9655 6666

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