



Thursday 27 September 2007

## Ports of Auckland Vehicle Booking System

Below is an update from Tapper Transport regarding the planned Vehicle Booking System (VBS) being introduced by the Ports of Auckland and being trialed from mid October.

Gateway will keep you updated as to how this progresses as well as the likely cost implication to your business for container cartage.

Regards

Gateway Cargo

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To: All Tapper Transport clients

From: Simon Tapper

RE: PORTS OF AUCKLAND INTRODUCING A VEHICLE BOOKING SYSTEM

Hi everybody,

As you may have heard, Ports of Auckland intend starting a trial of a Vehicle Booking System (VBS) on October 15th for Fergusson Terminal only at this stage.

There has been a long series of meetings between Road Transport Forum representatives (including Tapper Transport) and the port company since March this year. We visited various stevedoring operations in Australia and talked to the transport operators in Brisbane, Melbourne and Adelaide.

It would be fair to say that we really don't need such a system at the moment - most of the time. However, the growth projections for the throughput across the Auckland wharves are pretty scary and it is good to see the port company thinking ahead.

This growth will force the port to start stacking containers considerably higher over the next few years so it will become impractical for us to expect to be able to rock up at random and ask for the container at the bottom of the stack.

While the rules are still being finalised, we thought it would be worthwhile giving you a rough outline of how it is going to work as, from where we sit, it is going to totally change the way we do business. And by saying "we", I mean all of us!

Only recognised transport companies will be able to make bookings and can do so up to a week prior to the booking time. Every container will require a booking and each booking has to stipulate whether it is an export or an import. A container number is not required until the booking is confirmed. Each booking is for a period of one hour with a 15 minute leeway each side. So, for example, a 10-11 a.m. booking can be uplifted anytime between 9.45 and 11.15. Picking up the container outside of those times will incur a penalty of \$25.

For import containers, the container number has to be entered by 1700 hrs the day before pick-up. At this stage, we will only have to inform them of export container numbers just before we get there. If we make a booking and then realise we don't need it or cannot use it, we can put it back in the pool. HOWEVER, if nobody picks it up and we don't show up, we will be fined \$100!

So, what impact does this have on the way we do business?

Clearly, producing papers this morning and asking for the container to be delivered this afternoon just isn't going to happen anymore. We will need to use E-notes for all export containers so export clients will need to get this underway. Call us if you need help with that.

All the penalties won't be applied until some time next year so we have a bit of time to get used to the system. Ports of Auckland are offering a "stacked run" service for those who can use it. This will entail registering containers with them before the vessel discharges so they can be put in a "Tapper" stack. We would then need to run all these off the wharf at night taking whichever containers that can be reached without moving any other containers. We are still having discussions with them as to how this might work. We will keep you posted.

So, the key is going to be getting notice of incoming containers as early as possible. We can make a booking for a container before it is cleared - all we need is the vessel, size and container number. However, there is an element of risk in making bookings without clearance.