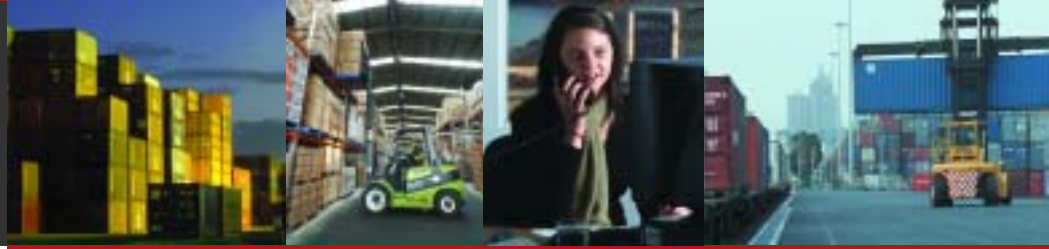


BAHS



Towards a seamless supply chain

As long ago as the early 1990s, the seminal *Warehouse to Wharf* analysis of Australia's cargo-handling practices identified mismatched operating hours among different links of the supply chain as a glaring inefficiency that caused unnecessary expense and frustration for cargo owners and service providers alike.

Ten years on, has the situation improved or worsened? What can be done to reduce costs and improve efficiencies? With freight volumes expected to double by 2020 and congestion noticeably growing year by year, the Victorian Government and the freight logistics industry are seeking answers, and need your help.

What is this project?

The Victorian Freight and Logistics Council's (VFLC) Freight Intermodal Efficiency (FIE) Group, together with the Transport Distribution and Logistics Round Table and key Victorian government departments, are launching the *Business Activity Harmonisation Study* (BAHS), the first step in a project to improve international containerised cargo supply chains in the port of Melbourne.



The BAHS, which will begin in early 2005, is all about industry changing from the inside out: discovering the exact situation that now exists across the local chain; developing realistic solutions to the problems identified; elevating the proposals for national consideration; and implementing the agreed and tested recommendations at a local and national level.

How will it work?

BAHS will be a four-stage project structured around the collaborative relationship between industry and government in Victoria. Industry experts, rather than third parties, will be called upon to inject their own experience, in order to ensure:

- accurate identification and weighting of issues
- pragmatic problem-solving and hands-on involvement
- real-world solutions and achievable results.

Under a flexible, industry-driven model we expect to maximise participation and results without time-wasting or duplication.



Mismatch of operating hours is an issue at all Australian ports and this project will deliver Australia's first-ever action plan for reforming port operating hours, providing benchmarks and templates for all other major ports facing the same issue.

We are taking the lead because Victoria's \$16.6 billion TDL sector is central to boosting the State's productivity and competitiveness and because Australia's biggest container port, the Port of Melbourne, is one of our most important TDL assets. This study... is part of our whole-of-government approach to making Victoria Australia's Supply Chain Gateway of Choice.

John Brumby

Minister for State and Regional Development

What are the issues?

A mismatch of operating hours between port container terminals, transport operators, importers/exporters and other supply-chain participants is commonly cited as an endemic barrier to supply-chain excellence. But is this a genuine impediment or a symptom of deeper problems? Can the differing and ever-changing requirements of business genuinely be addressed through harmonisation? What commercially realistic broad-brush or incremental improvements can be made?

As a starting point, BAHS will consider the following:

- the actual extent of a mismatch of operating hours
- factors affecting operating hours and the rationale for current practices
- the impact on port efficiency of mismatched landside container receipt and delivery
- whether harmonisation is a practical goal for businesses relying on sea freight
- what alternative solutions may produce improved supply-chain outcomes.

Who should participate?

All parties in the sea freight-related supply chain have stakes in a project such as BAHS and your input will be invaluable. If you represent any of the following, we'd like the benefit of your perspective, experience and advice.

- Importers
- Stevedores
- Exporters
- Transport operators
- Producers
- Freight forwarders
- Manufacturers
- Customs brokers
- Distributors

- Warehouse and DC operators
- Regulatory bodies
- Shipping lines and agents
- Peak industry bodies
- Container parks and depots
- Logistics and shipping managers
- Local government
- Unions
- Related Victorian government projects

The VFCL's FIE Group wants BAHS to be as inclusive as possible. Whether you are in the Melbourne office of a multinational or a one-person business in regional Victoria, your involvement in and understanding of the local supply chain, at a nuts-and-bolts level, is crucial to this project's success.

How can I contribute?

To register your interest and obtain more information, please contact the VFCL secretariat:

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The Business Activity Harmonisation Study is a joint initiative of:

- the Victorian Freight and Logistics Council Freight Intermodal Efficiency Group;
- the Transport Distribution and Logistics Industry Round Table;
- the Victorian Department of Innovation, Industry and Regional Development;
- the Victorian Department of Infrastructure.