

JPSFA Meeting with JCT & BBT on 10th January 2017**Attendees: En Shahrull, Mr Edwin, Mr Khairul, Mr Chandran, Ms Stephanie, Mr Douglas, Mr Alan Tang, Ms Lee Siew Fang, Puan Arbanyah, En Ismail Mohd Nordin and Ms Cecilia**

Issue	Action	Action By
1. Update on Salvage Operations on APL Denver	En Shahrull gave an update on the current situation following the collision between MV Wan Hai 301 and APL Denver on 3 rd January 2017. Johor Port has been given 7 days by the State Executive Council to address this issue. Currently the oil spill is being managed with the oil boom, silt curtains and scooping operations being deployed. Discharge operations are already completed on APL Denver and Johor Port has already instructed the vessel to vacate the berth. Currently there are 6 - 7 vessels at the anchorage with an average waiting time of 48 hours and arrangements have been made to berth the barges at our Break Bulk Terminal for operations to reduce the waiting time. Johor Port expects that it will take 1 – 2 weeks to normalize vessel berthing as yard is heavily congested.	For info
2. Free Days during Chinese New Year	Mr Edwin informed that as currently yard is heavily congested, Johor Port is unable to give free days during Chinese New Year at the moment and will revert once the status of yard is finalized before Chinese New Year.	Mr Edwin to advise by 20 th January 2017
3. CDN Paperless Status Update	Johor Port inform that CDN paperless effective date is still unknown as they are still on pilot run with 5 hauliers and certain issues have been identified to be resolved. JCT will have trial run with total of 10 hauliers for 1-2 weeks and will announce by end January 2017 on effective date for CDN paperless. Highlighted by Ms Stephanie that some hauliers have already previously participated in this CDN paperless pilot run, they should be able to process without CDN however JCT still require this document. En Shahrull informed that he will look into this issue.	Mr Edwin to advise by end January 2017
4. Break Bulk Terminal	Member brought up issue for break-bulk shipment, there is insufficient berthing space amongst vessels and have numerous complaints from master of vessels on safety issues. BBT informed that under normal circumstances vessels are berthed 20 meters apart and some case at least 17 meters after confirmation from Marine Department.	For info
5. Consolidated Marine Charges	Member highlighted that some vessels have incurred for additional tug boat and this has been ongoing. Currently port pilot request for additional tug boat for berthing or unberthing and as such, agents incur additional cost. Johor Port will look into this matter.	For info

6. Substandard Port Planning	Member brought up issue that another vessel was brought in and alongside to their allocated berth and thereafter be shifted to another berth once vessel comes and also port logistics have on numerous occasions cancelled the vessel berth allocations even when the vessel is already in port. As a result agent's services are questionable by the vessel owners. Complains from vessel owners that the cost of shifting is charged to vessel owners in order to allow them to berth. Port informs that shifting charges should be borne by port if shifting is necessary to accommodate another vessel.	For info
6. Negligence on Stevedores	Member highlighted on negligence on stevedores but however Johor Port informs that their stevedores are experienced and competent and have engaged them for numerous years. A case on 5 th November 2016 on vessel Glory Diligence in the morning but was only informed to consignee in the evening at around 5 pm on cargo damaged. By normal procedure shipping agent will put forward a note or notification to Johor Port on damages incurred. Johor Port will then hold the stevedores responsible in the event of any claims. As per Johor Port standard SOP, BBT will issue immediate notification within the same shift on the same day inclusive weekend and public holiday and must be reported before the cargo leaves the port for any cargo damage or insurance claims. Cargo can only be taken out from port on confirmation from insurance company. As per Johor Port terms and conditions, port will only pay 25% of the Invoice value for any insurance claims for damages.	For info
7. Damages on Container	Highlight to Johor Port as to whose responsibility to check for damages on the roof top of containers. Member inform that on many occasions the container roof top is damaged and notified only upon arriving at consignee's premises or on return of empty box to liners. Johor Port informed that consignee should report to liner and a survey should be done at consignee's premises if holes are found. Johor Port informed that as the CCTV has been set up, Johor Port will be able to verify if the containers are damaged when leaving the port.	For Info
8. Charges and Other Issues	<p>Members want to confirm if port can bill a lump sum charges for project cargo instead of many itemised billings related to for example usage of spreader including relevant equipment. Port will accommodate and charge a lump sum for project cargo as agreed.</p> <p>Highlight to Johor Port that Signal Man is not deployed for every vessel loading or discharging. Johor Port will look into this urgently.</p> <p>Member highlight that Johor Port does not have their own Lashing and Unlashing gang. They are utilising the stevedores for lashing & unlashing gang. Johor Port will look into this.</p> <p>Members need clarification for wharf service charges, the number of trailer and forklift supplied by Port. BBT informed</p>	Pending advise and confirmation from BBT.

	<p>that for 1 point working, port will supply 2 trailers and 2 units of 3 ton forklift and for 2 points working, port will supply 3 trailers and 2 units of 3 ton forklift. If the working point is too far, port will request consignee to provide additional trailers at their own cost in order to expedite delivery. Also if forklift of above 3 tons is required, charges will be under the account of consignee. Member suggested that Port should work on assigning every 1 point working to 1 gang for supply of 2 trailer & 2x3 ton forklift. Johor Port will call for further discussion for views and comments on break bulk shipments for further improvements.</p> <p>For Bulk Cargo there are insufficient number of person to do scoping and trimming and trimming machine always breakdown. Johor Port will address this issue.</p> <p>Highlighted to Johor Port that stevedores are late to commence loading or discharging, early meal break and late to resume after meal break.</p>	
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