

MINUTES OF MEETING – JPB/JPSFA

DATE: 28 June 2023
TIME: 10.00 am – 12.10 pm
VENUE: Level 5, Wisma Kontena, Johor Port

Present:

JPSFA
 Stephanie Lim
 Douglas Choo
 Stacey Chang
 SG Hau

JOHOR PORT
 Edwin Gerard
 Dinesh Shankar
 Juhaimi Hashim
 Norita
 Rafizal
 Azmi

Minutes by: Celine

JPB shared a presentation on the port’s YTD results and provided updates on their equipment, infra and rehabilitation before proceeding with matters to be discussed.

	MATTERS	ACTION
1.	<p><u>CIB Congestion:</u></p> <ul style="list-style-type: none"> - Due to the slow inspection of MAQIS especially for the BLs consisting of a high number of units, many containers are sitting in the yard awaiting the full list to be inspected before moving all back to the yard. - In addition, it was noted that MAQIS officers cannot be contacted via their handphones, and this causes delays in locating an officer in the yard area. - Although request for movements to CIB is 4 hours prior, JPB system cannot cater for input of the same day requests. Instead, the agent needs to put the following day’s date and follow up to make the changes. 	<p>This issue has been highlighted in the MAQIS Putrajaya meeting on 22/6/2023. Johor Port will arrange for a joint meeting with MAQIS Johor and JPSFA to see how best to resolve this. Meanwhile, to mitigate, JPB will advise clients to request by batches and getting MAQIS to confirm the number of units they are able to inspect per day.</p> <p>Johor Port to look at a specific waiting area in CIB where the officers can be stationed at. Also, to request accessibility to MAQIS via handphone in the proposed meeting.</p> <p>Juhaimi to investigate and do the necessary ‘reset’.</p>
2.	<p><u>Early Gate In:</u> JPB is allowing this to facilitate congestion issues at shipper’s premises. However, this will be granted in batches and any additional cost of change of vessel and storage shall be borne by the forwarding agents.</p>	For info.
3.	<p><u>Truck Appointment System:</u> JPB plans to implement this system for better efficiency of truck turnaround time and allocation of port equipment required as it has been successfully implemented in other ports.</p>	JPB to study in depth before doing a pilot run and coming up with the SOP prior to rolling out. A ‘before and after’ time range allowance for bookings should also be considered.
4.	<p><u>Web Service for Vessel Arrival Details:</u> Stephanie said that the FTP server is ‘outdated’ and changes in vessel details are done manually. JPB should look into web service where the vessel details are updated in real time. This will increase accuracy in customs declarations.</p>	Edwin to take this up with JPB IT.
5.	<p><u>JCT Cut Off:</u> The cut off time should be 4 hours from ETB and not 4 hours after yard closing time.</p>	Agreed by JCT and request for additional loading is allowed within 4 hours from ETB subject to carrier’s consent.

6.	<p><u>Import DG Application:</u> JPSFA requests for JPB to allow submissions to be done before discharging EDI/upload by JCT; citing that it is challenging to receive the discharge list for short haul vessels and having to truck out the DG cargo within 24 hours. This is even more so of an issue on weekends.</p>	<p>JPB system does not have the data of the contents in the boxes nor the container numbers. Juhaimi to check with other ports to explore ways to have container numbers to match the manifest.</p>
7.	<p><u>BBT Issues:</u></p> <ul style="list-style-type: none"> - Stowage of Steel Cargo: Following LPJ's circular on this requirement effective 1/11/2023, JPSFA requested for a refresher session with LPJ on stowage planning guidelines. - Tandem lifting can only be done by ship crew as JPB is unable to do so. - Equipment/labour supply booked with BBT, not supplied accordingly as per specific time requested (loss of hours), CSC to be more responsive upon receiving reports from agents. - Stevedore Gang Booking: Due to delayed departure, the next vessel coming in is affected and any gang bookings will need to be cancelled and rebooked. This will incur charges to the port user. BBT should be aware of the work progress and the likelihood of delay to the next vessel. Therefore, the port should rebook the gang accordingly. - Loading Bins: While JPSFA accepts the requirement to use loading bins, engagement with stakeholders before implementation is important. Advance notice and justification should be given especially if charges are not in the tariff. In addition, port users should also be given the option to commission their own bins if viable. 	<p>JPB to engage LPJ for a refresher session for FMM and other Associations.</p> <p>Edwin explained that this requires special skills and therefore a question of liabilities if taken on by JPB.</p> <p>Rafizal said that CSC is the 'owner' of MPTS booking system and is responsible to meet the booking requirements. Will check on this matter.</p> <p>Edwin to look into the process.</p> <p>There are currently 3 loading bins with 3 more in the pipeline in the next 2 months. In the meantime, should there be insufficient bins, steel plates will be used. JPB has formalized the charge to be at 50 sen per tonne as the cost of the bins is high. At this moment, JPB is not considering allowing customers to commission their own bins due to movements in and out of the port.</p>
8.	<p><u>Marine Issues:</u> The booking of pilot service should be allowed from terminal direct to anchorage, instead of terminal to pilot station (additional stop) and then pilot station to anchorage. What is the rationale behind insisting on routing to the pilot station?</p>	<p>Edwin to discuss this with Captain Sahdon and revert.</p>

With no other matters arising, the meeting adjourned at 12.10 pm with mutual word of thanks.