

OFFICIAL NEWSLETTER OF THE PORT OF BRISBANE

Port drives new car policy

The Port of Brisbane Corporation, as part of its ongoing focus on promoting resource efficiencies, has introduced a new corporate motor vehicle fleet policy.

The new policy underpins the Corporation's focus on environmental, social and economic aspects of its business, and aims to increase fuel efficiency, and to reduce the carbon emissions annually attributed to the Corporation's fleet. The policy will also reduce fuel costs, and may achieve a better resale value associated with more efficient vehicles.

Based on the Australian Government's Green Vehicle Guide, the Corporation's policy requires its passenger vehicles to meet an environmental standard for both air pollution and greenhouse gas emissions.

This motor vehicle policy is just one of the many initiatives that the Corporation is implementing to reduce the impact of its activities on the environment and the community.

The Corporation continues to offset 100% of the emissions from its BP Ultimate and BP Autogas fuel purchases for its motor vehicles through BP's Greenhouse Friendly™ - accredited Global Choice programme. In 2006/07,

the emissions offset through this programme were equivalent to removing over 130 cars from the road for a year.



A minimum Green Vehicle Guide rating of 10.5 out of 20 must be achieved, and the greenhouse emissions rating must reach at least 5 out of 10.

Chalmers and O'Phee Trailers dig deep



Chalmers Industries Queensland Manager, John Carew, and O'Phee Trailers Managing Director, Mick O'Phee.

Chalmers Industries recently purchased a \$55,000 tri-axle Skel semi-trailer, donated by O'Phee Trailers, in a charity auction to raise money for the Leukaemia Foundation.

The auction was held as part of the Annual Commercial Vehicle Industry Association of Queensland (CVIAQ) President's Charity Dinner on 1 March 2008. On the night, the CVIAQ raised \$112,000 for the Leukaemia Foundation through two silent auctions, a Charity Truck Fundraising Wall, and the main auction, which included the O'Phee semi-trailer.

Chalmers Industries Queensland Manager, John Carew, said the purchase of the trailer was simply a good business decision, and he applauded O'Phee Trailers for their generous donation to the Leukaemia Foundation.

"O'Phee Trailers has always been our sole semi-trailer supplier. We were pleased to purchase the new trailer to grow our fleet, and to support a company and industry which gives so much back to the community," Mr Carew said.

Over the past seven years, the CVIAQ President's Charity Dinner has raised over \$640,000 for the Leukaemia Foundation.



2008 Shipping Handbook

The latest edition of the Port of Brisbane Shipping Handbook is now available, and is the essential guide to the Port of Brisbane.

To request copies of the handbook or to have your details added to the mailing list for future editions, please contact Katrina Doherty at the Port of Brisbane Corporation on (07) 3258 4734 or email katrina.doherty@portbris.com.au.

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Northshore applications close

A two-stage selection process is in place to determine the successful proponent to purchase and develop Lots 1 and 3 at Northshore Hamilton. In the first stage, submissions were evaluated by two teams - design and commercial - against planning, aesthetic, ecologically sustainable design, development, and financial criteria. Submissions from eight high-profile local and interstate developers were received. Applications have been short-listed, with the preferred developer/s to be announced by the end of June.

During the expressions of interest stage, Northshore Development Group received more than 50 public enquiries about the development from community members, who are eager to purchase residential dwellings or retail space at Northshore.

Northshore Hamilton is one of five initial development sites in Queensland that fall under the responsibilities of the State Government's new Urban Land Development Authority (ULDA). Under the new legislation, the ULDA will be the assessment manager for Northshore Hamilton. Successful proponents will be required to lodge development applications with the ULDA, who will assume the traditional role of Brisbane City Council in the development approval process.

For more information please visit www.northshorehamilton.com.au.



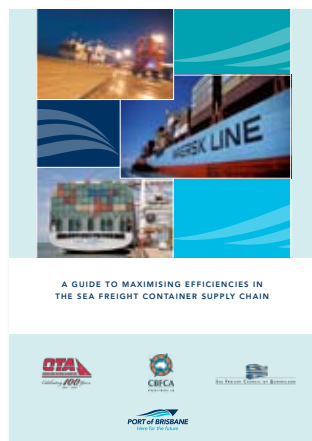
Northshore Hamilton will revitalise 80 hectares of former port land.

New supply chain guide

A new guide has been developed to inform importers and exporters about how to move their cargo into and out of the Port of Brisbane quickly and efficiently.

The *Guide to Maximising Efficiencies in the Sea Freight Container Supply Chain* was developed by a working group of the Landside Logistics Forum, and replaces *Managing the Wharf Supply Chain*, which was written in 2004. It suggests a number of measures which can be taken by parties in the supply chain to maximise their efficiencies to avoid delays, congestion and unnecessary costs.

To access the Guide, visit the Port of Brisbane Corporation website at www.portbris.com/operations/road.



Port projects progressing well

Construction of the Port of Brisbane's General Purpose Berth, and the design and construction of Berths 11 and 12 are well on track.

Smithbridge Australia is currently fitting out their pile barge *Maeve Anne* at the General Purpose Berth, and piling is due to commence in mid-April. The terminal area is still under preload, with removal planned in several months time by Civdec. Design for the adjacent terminal area is well underway by the consultant WorleyParsons. The project is on schedule to be completed in March 2009.

Design and construction work is progressing well at Berths 11 and 12. The Berth 11 rockwall was recently completed, and imported rocky fill surcharge is now being placed by truck in the terminal area.

Construction of the Port of Brisbane Corporation's seventh dedicated container berth, Berth 10, is now complete. The wharf was constructed by Albem and finished ahead of schedule in February 2008. The berth is to form part of Patrick's Terminal operations when Patrick completes construction of their Terminal 10 facility at the end of 2008.



Sand surcharge placement, behind the recently completed Berth 11 rockwall and up to the Terminal 11 trial area, is almost complete.

Bigger ships for AANA service

Larger ships have provided an opportunity to upgrade the AANA north-south container service. The new service will significantly reduce the transit times from major Asian markets to the east coast of Australia, by an average of four days.

The service links Australia with Japan, Korea and China (including Taiwan), and comprises of ANL Singapore Pty Ltd, China Shipping Container Line, and Orient Overseas Container Line.

From May, the upgraded AANA service will operate with five 4,250 teu vessels on a 35 day round-trip voyage. Previously, the service operated with six 2,500 teu vessels.

The service will visit the ports of Melbourne, Sydney, **Brisbane**, Yokohama, Osaka, Pusan, Qingdao, Shanghai, Ningbo, Hong Kong and Kaohsiung.