AUSTRALIAN AMALGAMATED TERMINALS PTY LTD (AAT)

BI-ANNUAL COMPLIANCE REPORT DATE OF REPORT: 22nd Feb 2021

REPORT PERIOD: 1st July 2020 TO 31st December 2020

KPI		Port Kembla			Brisbane	
KPI		Port Kembia			Brisbane	
KPI 1 Truck Turnaround Time	Quarter 1	Average time	Explanation	Quarter 1	Average time	Explanation
KPI I Truck Turnaround Time	Automobiles - Qube	51 mins		Automobiles - Qube	39 mins	
	Automobiles - non-Qube	56 mins		Automobiles - non-Qube	41 mins	
	Breakbulk - Qube Breakbulk - non-Qube	1 hr 15 mins 1 hr 22 mins		Breakbulk - Qube Breakbulk - non-Qube	57 mins 1 hr 2 mins	
Average time spent at the terminal	Breakbulk - Horr-Qube	1 111 22 1111113		Breakbulk - Holl-Qube	1111 2 1111115	
picking up or delivering cargo, measured from gate entry through to	Quarter 2			Quarter 2		
departure from terminal	Automobiles - Qube Automobiles - non-Qube	54 mins 56 mins		Automobiles - Qube Automobiles - non-Qube	39 mins 48 mins	
	Breakbulk - Qube	1 hr 13 mins		Breakbulk - Qube	1 hr 02 mins	
	Breakbulk - non-Qube	1 hr 21 mins		Breakbulk - non-Qube	1 hr 13 mins	
KPI 2 Yard Dwell Time - Imports		Average time	Explanation		Average time	Explanation
	Quarter 1 Automobiles - Qube	84 hrs 24 mins		Quarter 1 Automobiles - Qube	79 hrs 44mins	
	Automobiles - non-Qube	129 hrs 10 mins	LINX average on VEH is relative to car makes and delays in processing at PDI's due to increasing volumes and delays to PDI's components due to MUA disputation at the Port of Botany.	Automobiles - non-Qube	96 hrs 18 mins	
Average time cargo units stayed at the designated cargo pick-up area of the terminal, measured from announced time for pick-up to actual pick-up			QUBE average on B/B is impacted by AAT storage agreements on Snowy Hydro 2 tunnel boring machines and also containers relating to this project. AAT has the storage and crane lift agreement with the forwarder Fracht for load and delivery. As they are all over dimensional components the Dwell time is extremely high.			
	Breakbulk - Qube	169 hrs 24 mins		Breakbulk - Qube	65 hrs 52 mins	
	Breakbulk - non-Qube	59 hrs 53 mins		Breakbulk - non-Qube	49 hrs 05 mins	
	Quarter 2			Quarter 2		
	Automobiles - Qube	162 hrs 22 mins		Automobiles - Qube	82 hrs 42 mins	
	Automobiles - non-Qube Breakbulk - Qube	56 hrs 32 mins 184 hrs 56 mins		Automobiles - non-Qube Breakbulk - Qube	66 hrs 18 mins 96 hrs3 1 mins	
	Breakbulk - non-Qube	107 hrs 47 mins		Breakbulk - non-Qube	58 hrs 03 mins	
		Average time	Explanation		Average time	Explanation
KPI 3 Yard Dwell Time - Exports	Quarter 1		·	Quarter 1	,	,
	Automobiles - Qube	182 hrs 16 mins	Qube export dwell time for vehicles higher due to new and used cars stevedored by Aube and being transhipped within Australia and therefore remaining onsite longer.	Automobiles - Qube	174 hrs 10 mins	Qube export dwell time higher due to transhipment Vehicles remaining onsite. Qube handled 470 compared to 72 handled by Linx, hence the longer dwell time
	Automobiles - non-Qube	116 hrs 09 mins		Automobiles - non-Qube	120 hrs 19 mins	
	Breakbulk - Qube	243 hrs 19 mins	AAT has early receival arrangments with Bluescope which extended dwell time stats. Average is also impacted by preparation of Mafi's for Break Bulk steel	Breakbulk - Qube	157 hrs 50 mins	Qube export dwell time higher due to transhipment cargo remaining onsite. Qube handled 562.8 RT compared to 0 handled by Linx, hence the longer dwell time
	Breakbulk - non-Qube	211hrs 23 mins		Breakbulk - non-Qube	118 hrs 11 mins	
	Quarter 2			Quarter 2		
	Automobiles - Qube	180 hrs 24 mins		Automobiles - Qube	152 hrs 17 mins	
	Automobiles - non-Qube	120 hrs 09 mins		Automobiles - non-Qube	140 hrs 42 mins	
	Breakbulk - Qube Breakbulk - non-Qube	229 hrs 14 mins 150 hrs 18 mins		Breakbulk - Qube Breakbulk - non-Qube	144 hrs 37 mins 144 hrs 44 mins	
		Number of Incidents	Explanation		Number of Incidents	Explanation
KPI 4 Berthing Allocation Changes	Quarter 1	Number of incluents	LAPIGHGUUH	Quarter 1	reamper of incluents	LAPIGHGUOH
	Qube	Zero		Qube	Zero	
Number of incidents where there was a	Non-Qube	Zero		Non-Qube	Zero	
delay in start of stevedoring operations due to deviation between planned	Quarter 2			Quarter 2		
allocation of berth and actual allocation,	Qube Non-Qube	Zero Zero		Qube Non-Qube	Zero Zero	
where AAT was responsible for such	Non-Qube	2010		Non-Qube	2010	
deviation.						
		Number of Incidents	Explanation		Number of Incidents	Explanation
KPI 5 Mooring Services	Quarter 1		· ·	Quarter 1		·
	Qube Non-Qube	Zero Zero		Qube Non-Qube	Zero Zero	
Number of incidents where there was a	Non-Qube	2010			2610	
delay in the mooring of vessels due to a	Quarter 2			Quarter 2	_	
deviation between planned berth allocation and actual allocation, where	Qube Non-Qube	Zero Zero		Qube Non-Qube	Zero Zero	
AAT was responsible for such deviation.	non qube			non qube		
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			Explanation	1		Explanation
			Ехріапаціон			Ехріапасіон
KPI 6 Allocation of first point of rest area		Refer Attachment A			Refer Attachment A	
Data showing, for each cargo shipment:						
a) berth allocated to vessel						
b) allocated storage area in the						
Terminal Layout Plan for the cargo's						
This data can be set out in an						
Attachment to this Compliance Report						
		Number of Incidents	Explanation		Number of Incidents	Explanation
KPI 7 Equipment Availability	Quarter 1 Qube	Zero		Quarter 1		
	Non-Qube	Zero		Qube	Zero	
Number of deviations between AAT equipment requested by stevedore or	Quarter 2			Non Qube Quarter 2	Zero	
by shipping line and actual machinery	Qube	Zero		Qube	Zero	
provided (including standard of equipment, age, type and capacity)	Non-Qube	Zero		Non-Qube	Zero	
		Average time lost	Explanation		Average time lost	Explanation
KPI 8 Mechanical Support	Quarter 1 Qube	Zero		Quarter 1		
	Qube	2010				
Average time lost in excess of one hour						26 th July '20 — "Szechuen" (Swire / Qube) — Deer Park lost all functions du to intermittent fault with phase failure relay. The crane was stuck over the vessel with a container suspended on the spreader. Call out electrician standards are desired trouble shooting but was unable to clear the fault or move the crane clear of the vessel (after hours call out). Electrical engineer attended site the following day identified the issue and sourced and installed a new phase failure very Vessel delayed approximately 24 hours as a result of the breakdown. B15th August '20 — "Shansi" (swire / Qube) Deer Park experienced an electricial fault with the main circuit breaker. The on-call electrician was able to resolve the issue over the phone without having to attend the standard of the phone without having to attend its. The crane was out of service for approximately 1 hour. B17th Septembe '20 - "Sofrana Surville" (ANI / Qube) The Deer Park coprison travel I am motor overloaded and tripped the main circuit breaker. The crane was out of service for approximately 1 hour. The Liebherr was utilised during the outage.
due to failure of AAT in providing						denoted during the outage.
mechanical breakdown support, reported from the time Mechanical	Non-Qube	Zero		Qube	8.5 hrs	16 th July '20 - "Filia Ariea" (Oktedi /
Engineer officially notified to the time						LINX) - Deer Park lost main hoist function due to a loose profinet
the issue was resolved.						connector on trolley cabinet PLC. The
				Non-Qube	2 hrs	crane was down for approximately 2 hours.
	Quarter 2 Qube	Zero		Quarter 2	1 hr	2nd November '20 The Deer Park was tagged out of service by Qube after a grease cap from a side thrust roller struck a rail clamp stud and fell from the crane. The crane was being used by Qube to work the Shaoshing (Swire) at the time of the incident. The Deer Awas moved clear and the LPS 550 was used to complete the vessel. Approximately 1 hour down time experienced. 17 October '20 The Deer Park experienced an issue with a faulty cross travel card on whist LNIX were using the crane to work the Filia Ariea (Okted.)).
	Non-Qube	Zero		Non-Qube	1 hr	TPS 550 was used to complete the wessel. Approximately 1 hour lost as a result of the breakdown but an extra shift was added due to lesser productivity achieved with the LPS 550.
		Units/percentage	Explanation		Units/percentage	Explanation
KPI 9 Cargo dwell time over free		omo/ percentage	Explanation		omes/ percentage	- ApianaciOII
time/long terms storage	Services to Qube Quarter 1			Services to Qube Quarter 1		
	Total Cargo Units	26,028		Total Cargo Units	53,998	
	Units staying over free time Units over free time due	5,105		Units staying over free time Units over free time due	6,922	
	Customs/Daff or customer	462		Customs/Daff or customer	163	
	Units staying over free time excluding Customs etc. as			Units staying over free time excluding Customs etc. as		
	percentage of total units	18%		percentage of total units	13%	
	Quarter 2 Total Cargo Units	33,926		Quarter 2 Total Cargo Units	65,883	
	Units staying over free time	7,270		Units staying over free time	12,343	
	Units over free time due Customs/Daff or customer	147		Units over free time due Customs/Daff or customer	62	
	Units staying over free time excluding Customs etc. as			Units staying over free time excluding Customs etc. as		
	percentage of total units	21%		percentage of total units	16%	
	Services to non-Qube			Services to non-Qube		
	to qube		1			1
Time cargo units stay over free time, excluding Customs, DAFF and customer	Quarter 1 Total Cargo Units	10,279		Quarter 1 Total Cargo Units	19,003	

	Units over free time due			Units over free time due		
	Customs/Daff or customer	10		Customs/Daff or customer	0	
	Units staying over free time			Units staying over free time		
	excluding Customs etc. as			excluding Customs etc. as		
	percentage of total units	22%		percentage of total units	27%	
	Quarter 2	22/0		Quarter 2	27,0	
	Total Cargo Units	8,978		Total Cargo Units	27,785	
	Units staying over free time	1,125		Units staying over free time	8,410	
	Units over free time due	1,125		Units over free time due	8,410	
	Customs/Daff or customer	45			46	
	Customs/Daff or customer	15		Customs/Daff or customer	16	
	Units staying over free time			Units staying over free time		
	excluding Customs etc. as			excluding Customs etc. as		
	percentage of total units	12%		percentage of total units	30%	
				<u> </u>		
				1	1	
		Number of Complaints	Explanation	<u> </u>	Measurement	Explanation
				1		
KPI 10 Confidentiality and ring-fencing	Quarter 1			Quarter 1		
	Complaints for Non-			Complaints for Non-		
	Compliance with Clause 6			Compliance with Clause 6		
Number of complaints received by AAT	Services to Qube	Zero		Services to Qube	Zero	
concerning non-compliance with Clause	Services to non-Qube	Zero		Services to non-Qube	Zero	
6 of the Undertaking	Breaches of Clause 6 Clause			Breaches of Clause 6 Clause		
	6			6		
	Services to Qube	Zero		Services to Qube	Zero	
	Services to non-Qube	Zero		Services to non-Qube	Zero	
Number of instance of breaches of						
Clause 6	Quarter 2			Quarter 2		
Clause 6	Complaints for Non-			Complaints for Non-		
	Compliance with Clause 6			Compliance with Clause 6		
AAT's response to the complaints	Services to Qube	Zero		Services to Qube	Zero	
and/or breaches	Services to non-Qube	Zero		Services to non-Qube	Zero	
	Breaches of Clause 6 Clause			Breaches of Clause 6 Clause		
	6			6		
	Services to Qube	Zero		Services to Qube	Zero	
	Services to non-Qube	Zero		Services to non-Qube	Zero	
					-5.0	
				†		
		Number of Complaints	Explanation		Number of Complaints	Explanation
KPI 11 Complaints	Quarter 1		Explanation	Quarter 1		Exploration
	Complaints Under Price and			Complaints Under Price and		
	non-Price Dispute			non-Price Dispute		
	Resolution Process			Resolution Process		
	Services to Qube	Zero		Services to Qube	Zero	
	Services to Qube	Zero		Services to Qube	Zero	
	Details of complaint and	2010		Details of complaint and	Zero	
	outcome	Zero		outcome	Attach as Annex	
Number of complaints raised under the	outcome	2010		outcome	ALIGUII do AIIIIEX	
Number of complaints raised under the	Overter 3			Overter 2		
Price Dispute Resolution Process and	Quarter 2			Quarter 2		
the Non-Price Resolution Process under	Complaints Under Price and			Complaints Under Price and		
the Undertaking	non-Price Dispute			non-Price Dispute		
	Resolution Process			Resolution Process	_	
	Services to Qube	Zero		Services to Qube	Zero	
	Services to non-Qube	Zero		Services to non-Qube	Zero	
ĺ	Details of complaint and	_		Details of complaint and	_	
ĺ	outcome	Zero		outcome	Zero	
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PART B: TERMINAL LAYOUT PLAN FOR EACH TERMINAL See attachment

PART C: TERMINAL USERS IN WHICH QUBE OR A QUBE RELATED ENTITY HAS AN INTEREST

See attachment