

Road Taskforce - Meeting No. 15

06 May 2009

The Minutes of Meeting No.14, held on Wednesday, 22 April 2009, were confirmed by members.

Update on progress towards implementing the Government's response to IPART.

Recommendation #9/4

Patrick advised the Taskforce that a demountable facility was now on site and they will confirm its operational status shortly.

Recommendation #10/2

DP World indicated that they have made a decision on an updated truck processing system and are currently assessing potential suppliers. Details of the system will be released to industry in the near future.

Recommendation #10/4

Patrick advised that building a system to display real-time slot information will be difficult and costly for the company. However, they are working towards providing this information by end 2009.

1-Stop furthered that they could provide a login for Sydney Ports Corporation to view slot information through their system immediately. Sydney Ports Corporation proposed publishing of slot related data on their website, which generated some debate amongst Taskforce members.

Recommendation #13/2

Sydney Ports Corporation advised that Patricks supplied information was an aggregate of slots provided in March rather than a more detailed breakdown as earlier agreed. Patrick indicated that they will resubmit the data in the required format. However, no timeframes were specified. There was vigorous debate amongst members concerning the issue of transparency versus provision of commercially sensitive information.

Recommendation #14/1

Sydney Ports Corporation indicated that carrier survey results had been obtained and will be distributed at the next taskforce meeting following analysis of the data.

Recommendation #14/3

DP World advised that it will reimburse all carriers on a pro rata basis should the VBS system change in August.

TRIAL 2 RESULTS AND ANALYSIS

Sydney Ports Corporation presented on the substantive elements of Trial 2 including:

- Slot availability & utilisation
- Peak / shoulder / off-peak usage
- Truck Turnaround Times – (Weekdays & Weekends)
- Performance Statistics & Measures
- Industry Communications
- Capacity (including Empty Container Parks)
- Technology
- Customs & AQIS
- Comparison of Trials 1 & 2

Stevedores requested that empty container parks provide Truck Turnaround Times and queuing information to the Taskforce on an individual park basis.

There were a few enquiries into the validity of Accenture data presented. Sydney Ports Corporation noted the feedback received and affirmed that it will follow up and resolve any data issues by the next Taskforce meeting.

COMMUNICATIONS

Sydney Ports Corporation confirmed that contingency reporting functioned as per procedure, throughout the Trial 2 period.

Sydney Ports Corporation highlighted to Taskforce members that a truck marshalling officer has been employed to manage traffic in Penrhyn Road outside the Patrick terminal gate.

TECHNOLOGY

Sydney Ports Corporation presented aerial mapping of the port precinct containing superimposed data capture points outside both existing stevedore terminals. Plans to construct an overpass road bridge to access the Patrick Terminal was also conveyed to the group for feedback.

OTHER BUSINESS

There was discussion regarding inbound delays at the MSIC gate. Patrick indicated that there are technological solutions such as keypads that could rectify these problems, to be installed by November 2009.

Questions were raised about when Peak Period Price would form discussion within the Taskforce concerning when it would be introduced. Sydney Ports Corporation advised an intention to present details at the 4th Industry Briefing and that the Taskforce would be engaged prior to this date.

Sydney Ports Corporation raised the prospect of negating the need for a 3rd Trial by modelling objectives based on Trial 1 & 2 data. General consensus supported this view, should it be the chosen course of action.