



DP WORLD

Transport Workshop

2009



VBS 2009/2010

- All VBS bookings are made online via 1-Stop.
- Standby queue closed 01-07-2009. All trucks entering the terminal are required to have valid timeslots.
- Changes are in line with technology upgrades at the terminal.



Technology Upgrade

- ✓ New RFID technology implementation will reduce Truck Turn Time by eliminating the need to manually process at the R&D Counter.
- ✓ The RFID technology processes jobs on truck arrival at the truck entry gate and generates a ticket with all relevant job information.
- ✓ Upgrades to the ComPay interface will allow easy payment of all invoices and storage using various online options.



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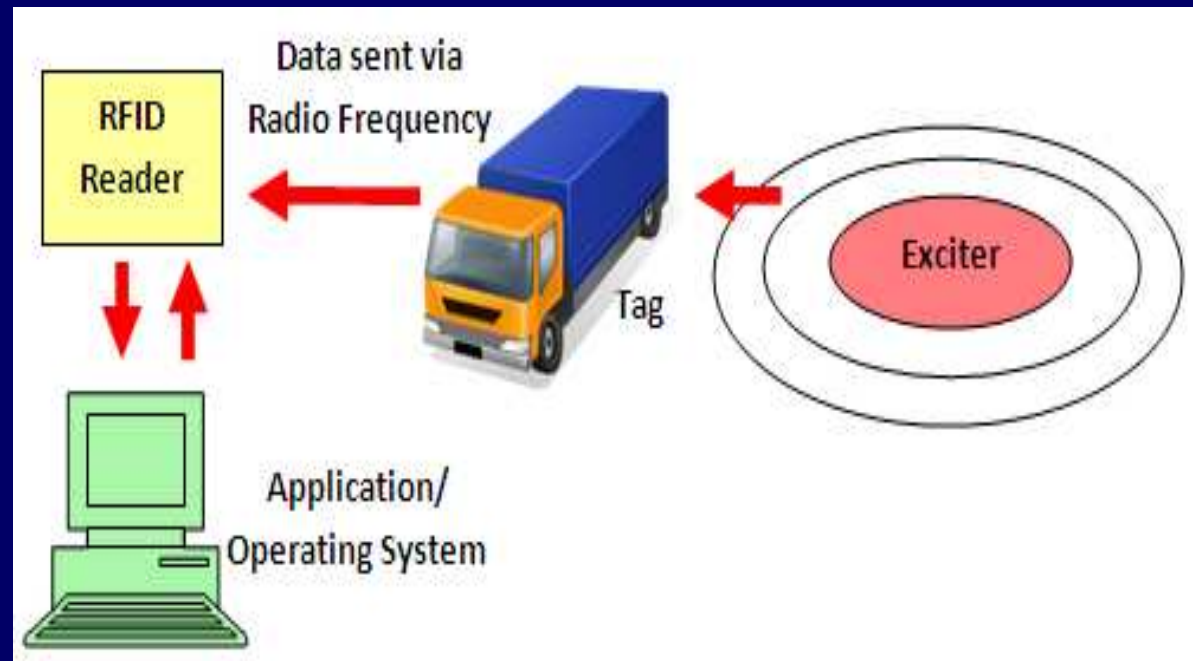
What is RFID?

How will it work?



RFID Technology- How it works

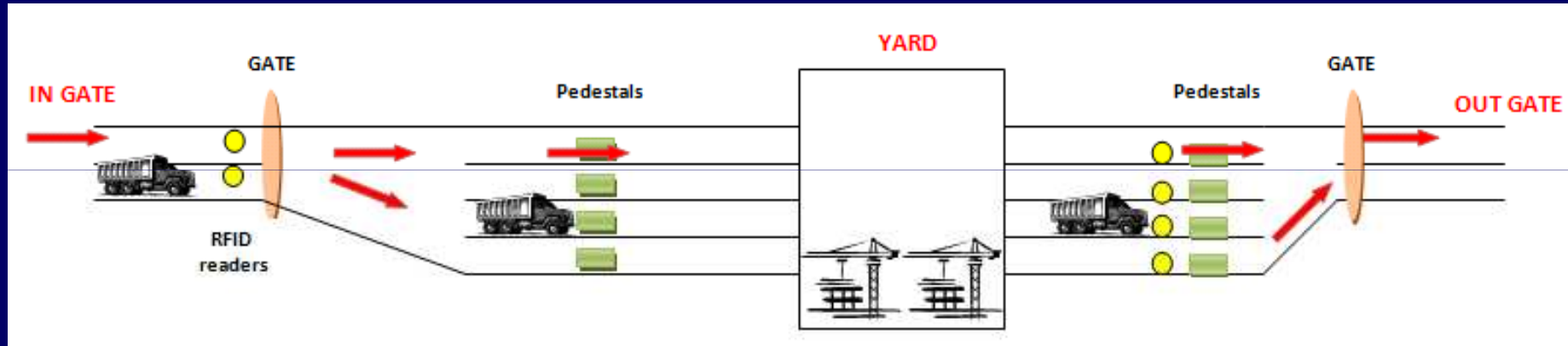
1. Truck drives past an exciter near terminal gate
2. Tag is read
3. Information sent to be processed
4. Driver proceeds to swipe MSIC
5. Ticket printed with container details & yard locations
6. Truck enters terminal and parks waiting for call up or proceeds to the yard





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TRUCK FLOW





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RFID Tags



Tag mounted on rear bumper



Container Storage Payments

- Effective from 1st July the following rules will apply to payment of Storage:
 - All Storage owing must be paid prior to truck arrival at terminal
 - Any truck that arrives for a container with storage owing will be turned away and a “no show” fee applied to the slot.
 - Payment of storage via cheque will no longer be accepted at the terminal.
 - DP World Sydney will cover the ComPay transaction fee on any storage transactions processed. Credit Card Merchant service fees will apply.



Yard Strategy

- To gain efficiencies in the terminal we have;
 - Modified vessel discharge patterns in the yard
 - Identified and implemented new export stacking and planning strategies
- These changes will deliver;
 - Increased utilisation of equipment across the terminal
 - Spread the density of import containers to reduce truck congestion and turn times



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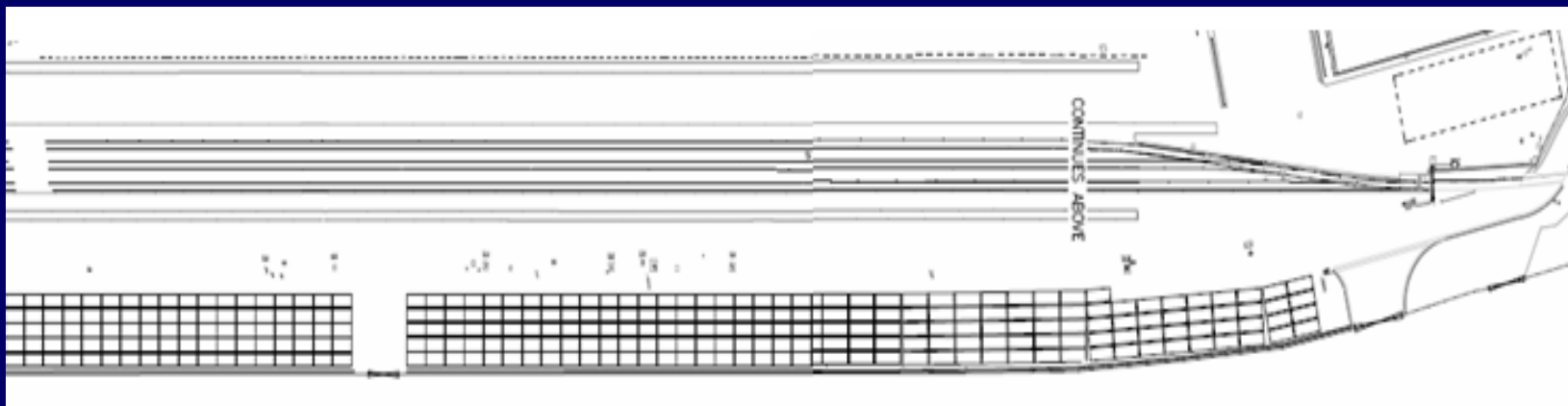
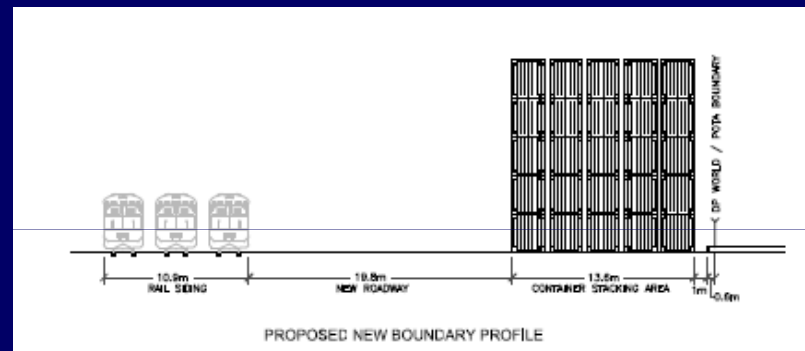
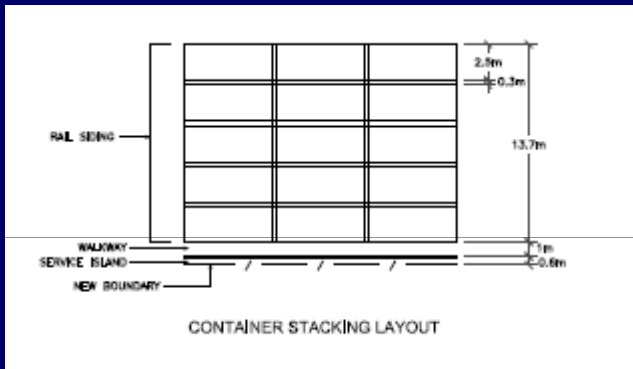
Rail Improvement



- Current operation 2 x 330mt siding single entry exit
- Last quarter Dual Exit/ Entry access to 3 x 330mt sidings



Inter-Terminal Road



PATRICK



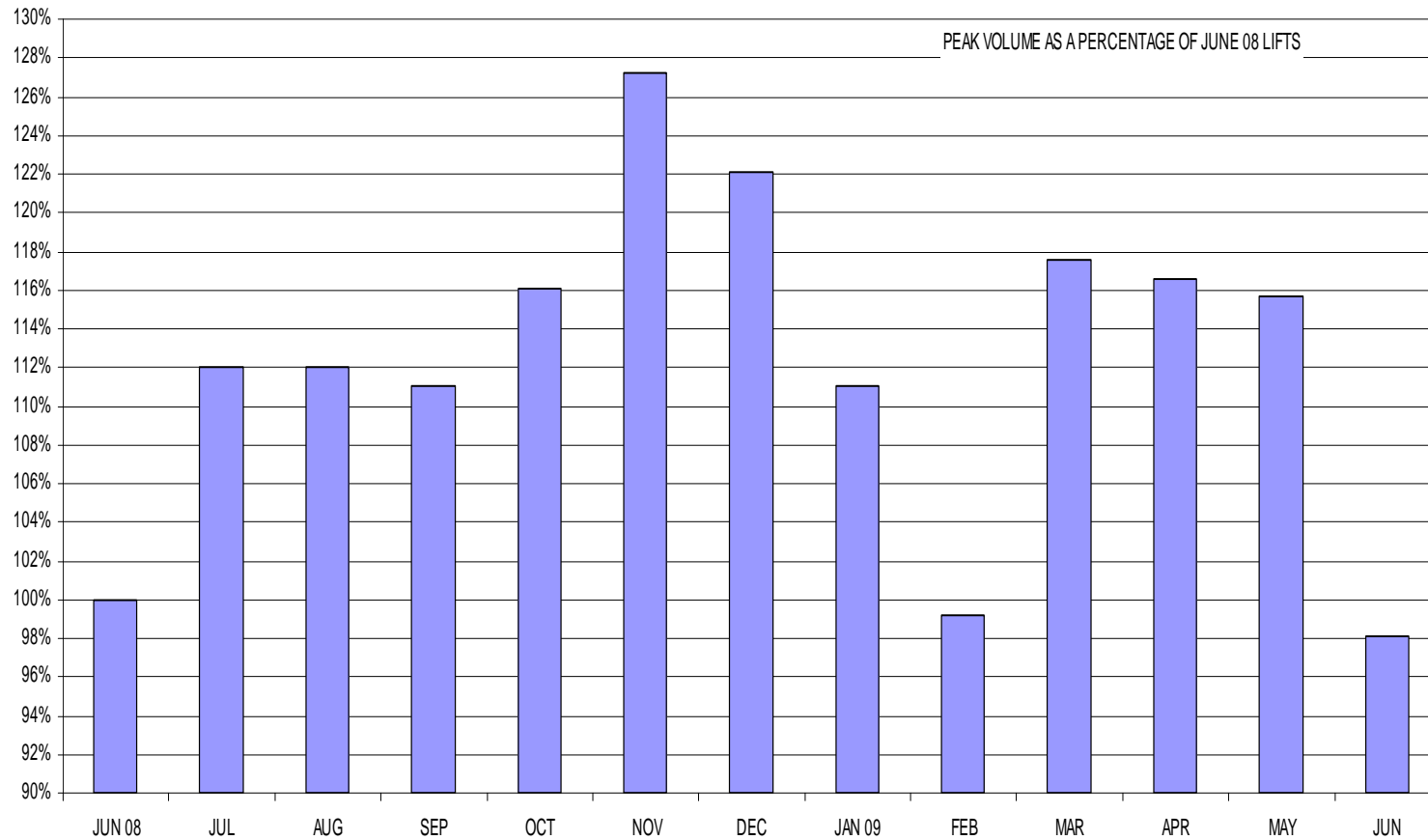
PATRICK PORT BOTANY

JULY 2009

RMG TRUCK SERVICING



PEAK VOLUME AS % OF JUNE 08 LIFTS



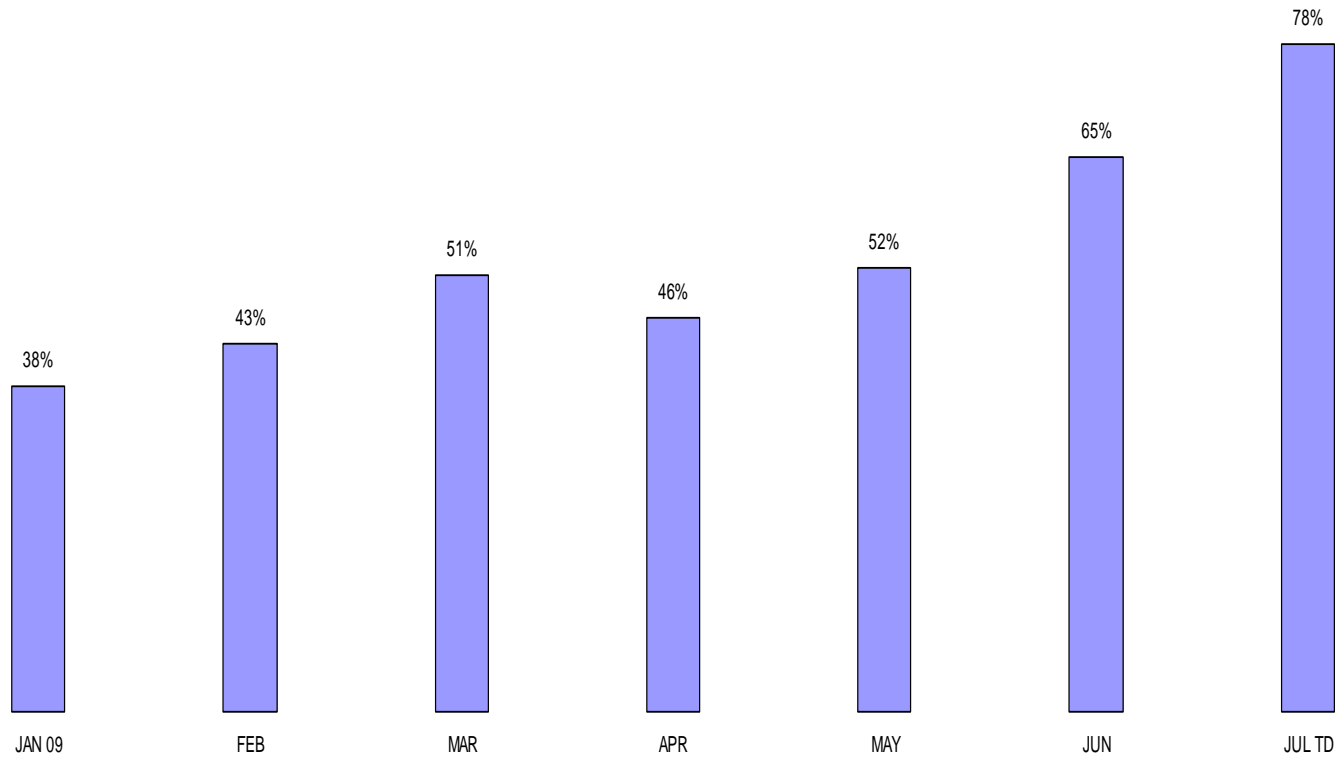
Patrick PB is ready for this year's peak

Patrick Port Botany is better placed than ever to manage this Year's peak volumes. Since October 2008 our Landside Operation has;

- **Implemented internal procedures for moving resources to landside to counter peaks in daily truck volumes.**
- **Achieved improved control of on time arrivals.**
- **Achieved improved TTA**
- **Increased the number of manual straddle lanes.**
- **Increased Autogate (paperless) moves from 33% to 88%**
- **Increased the number of slots available across all time zones.**
- **Added to our truck servicing capacity by implementing RMG servicing of trucks .**
- **Adopted contingency protocol for Long Term Delays.**

% PAPERLESS TRUCKS

PERCENTAGE PAPERLESS TRUCKS



TRUCK TURN AROUND PERFORMANCE

