

# PORT BOTANY SUPPLY CHAIN REFORMS

## Peak period pricing

A fixed charge will apply to all vehicle booking slots during peak hours to encourage off-peak container pick-up and delivery. This will improve the efficiency and productivity of trucks, equipment and labour at the port.

The charge will be set in consultation with industry and be subject to ongoing review to ensure demand for slots matches supply and to maintain port efficiency.

## Port Landside Infrastructure Fund

Revenue generated from the peak charge will be spent on improving the efficiency of the port's landside interface. This revenue will be held by a Port Landside Infrastructure Fund. Sydney Ports and industry will establish criteria to determine how these funds will be applied in cooperation with Government.



## For more information

The IPART Report and NSW Government response is available from [www.maritime.nsw.gov.au/landside.html](http://www.maritime.nsw.gov.au/landside.html).

If you have any questions please contact the General Manager, Trade and Logistics from Sydney Ports Corporation at [ipart.enquiries@sydneyports.com.au](mailto:ipart.enquiries@sydneyports.com.au) or by phone on (02) 9296 4999.



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# ‘... reducing congestion and improving efficiency.’

## IPART Review of Port Botany

In 2006, the NSW Government asked the Independent Pricing and Regulatory Tribunal (IPART) to review the landside interface at Port Botany. This included the Vehicle Booking System (VBS) operated by the two stevedores, along with other road and rail access arrangements.

In March 2008, IPART delivered its final report. The recommendations included:

- greater transparency and reporting;
- an industry based rail logistics team to improve rail performance;
- price-based allocation of truck slots at the terminals; and
- performance standards for road and rail operations.

IPART’s report and findings, including a pricing signal, were generally supported by industry. Concerns were expressed about the recommendation of a “Dutch auction” system to allocate truck slots at the port.

## NSW Government response

After considering the report’s recommendations and the views expressed by industry, the NSW Government will introduce a two-phased approach to reducing road congestion and enhancing rail usage (including a 40% rail mode share objective) at Port Botany.

**Phase one** will be led by industry with Sydney Ports Corporation playing a key role in facilitating the industry-led improvements in port efficiency.

**Phase two** will be introduced if phase one is not successful in reducing congestion and improving efficiency. Phase two will involve Government intervention to address issues not resolved by industry.

## Regularly updated information online

New IT systems will be developed to provide industry with regularly updated information via the Internet. This will help port users to better plan their operations by improving access to information about workload, performance and conditions at the terminal.

During delays, information will be sent to truck operators about the length of truck queues and expected delays. This will complement Sydney Ports’ TruckCams, which allow port users to monitor traffic conditions at key facilities and port access roads. Together this will allow port users to optimise their transport schedules and respond quickly to delays.



## New service standards

New service standards will be established for stevedores, along with truck and train operators. These will include:

- VBS operations and rail access protocols;
- terms and conditions of access to these systems;
- booking holder’s entitlements;
- performance standards for turn-around time and on-time arrival; and
- penalties for non-compliance with standards.

## Greater transparency and accountability

Stevedores and industry will be required to report to Sydney Ports on key performance indicators relating to road and rail access at the port. Indicators will include:

- availability of VBS truck slots for road carriers;
- turnaround times within each container terminal for road and rail; and
- on-time running for trucks and train services.

An independent auditor will be engaged by Sydney Ports to verify these reports and to ensure services are operated in a transparent and fair manner in accordance with the terms of access.