



Port Botany Landside Operations Mandatory Standards Consultation summary of proposed changes

The Port Botany Landside Operations Mandatory Standards (Mandatory Standards) are made under the *Ports and Maritime Administration Regulation 2012* (the Regulation), and include the detailed rules of the Port Botany Landside Improvement Strategy (PBLIS) that regulates freight movements to and from Port Botany, including servicing and the Vehicle Booking System (VBS).

Proposed changes

Proposed changes to the Regulation in the remake process include moving some of the details of the Carrier Cancellation rules from the Regulation into the Mandatory Standards. Along with this change, Transport for NSW is seeking your feedback on other proposed changes to the Mandatory Standards. These changes are relatively minor and in many instances update the Mandatory Standards to align with current practice. The proposed changes are summarised below.

	Proposed amendment	Description
1.	Clause 10 Truck Identification Information Remove references to Radio Frequency Identification (RFID) tag technology	RFID tag technology has been replaced by Automated Number Plate Recognition (ANPR) technology. This amendment will reflect this change in technology, including by clarifying that the number plate must be legible to ensure it can be read by the ANPR technology. A definition for 'Displays a Legible Number Plate' will be included in the Schedule 1 Dictionary to refer to a number plate issued under the <i>Road Transport (Vehicle Registration) Regulation 2007</i> , or by another State or Territory.
2.	Clause 10 Truck Identification Information Clarify responsibility for VBS supplier data transfer.	This change will clarify that a Carrier providing information to a Stevedore's VBS is deemed to be also providing the information to the Stevedore at the same time. This aligns with current practice.
3.	12.4 and new 12.5 Carrier Cancellation of Bookings Align the booking cancellation penalty arrangements for imports and exports	This amendment aligns the booking cancellation penalty arrangements for exports with current arrangements for imports, when a vessel's arrival date is changed after a booking is made. This provides consistent arrangements for import and export bookings.

4.	<p>14.2 Stevedore Cancellation of Bookings</p> <p>Remove the 4 hours booking cancellation confirmation of container numbers timeframe</p>	<p>To allow greater flexibility, the current timeframe of 4 hours for booking cancellations confirmation of container numbers will be replaced with a requirement for agreed timeframes to be notified on the TfNSW website.</p>
5.	<p>Schedule 1 Dictionary</p> <p>Include a definition for “Detailed Particulars”</p>	<p>A definition of “Detailed Particulars” about unforeseen events that may disrupt terminal operations will be included. This definition will provide greater clarity and assist communications about events that could disrupt normal operations at the port.</p>
6.	<p>Schedule 1 Dictionary</p> <p>Expand the definition of “Terminal”</p>	<p>This amendment expands the definition of “Terminal” to include sub-sections of the Terminal designated with the approval of TfNSW for the purpose of improving efficiency by dispersing the truck servicing task, where suitable. Consideration of implementing sub-sections in a Terminal would include appropriate consultation.</p>
7.	<p>Schedule 1 Dictionary</p> <p>Amend the definition of “Truck service”</p>	<p>This aligns the definition of “Truck Services” with “truck servicing” in clause 19 of the Regulation.</p>