

INDEPENDENT REVIEW

Ports and Maritime Administration Act & Port Botany Landside Improvement Strategy

Options Paper Feedback - The Act & PBLIS

Stakeholders are invited to submit feedback on the options for changes to the Ports and Maritime Administration Act (the Act) and the Port Botany Landside Improvement Strategy (PBLIS) as outlined in the Review's Options Paper.

Feedback can be provided on any or all of the options outlined below. There is also opportunity to provide general feedback on the Act or PBLIS. Stakeholder feedback provided will inform the Review's Final Report recommendations presented to Government.

FULL NAME:

EMAIL:

CONTACT NUMBER:

JOB TITLE:

ORGANISATION

I understand my submission will be made publicly available.

I do not wish for my submission to be made publicly available.

There are 15 Act options and 23 PBLIS options for consideration. Please provide feedback by filling in this form. Once you have completed the form ensure you hit the submit feedback button. General feedback can be left at the end of the form. Once you have completed this form ensure you hit the submit feedback button.

ACT OPTION 1

Replace the current three tier dangerous goods in ports time-limit penalty structure with an ongoing daily offence penalty.

ACT OPTION 2

Remove the reference to identification numbers issued under the National Law as a condition of holding a mooring licence.

ACT OPTION 3

Regulate the licensing of towage services, lines handling and bunkering services by the Port Authority under a new statutory regime.

ACT OPTION 4

Consider extending the requirement to obtain written approval for carrying out bunkering or specified work to other relevant vessels, including those not carrying dangerous goods.

ACT OPTION 5

Introduce a criminal offence and penalty notice amount (PIN) for breaching private port operator directions.



ACT OPTION 6

Amend the port operator direction notification period to one week.

ACT OPTION 7

Extend liability for non-compliance with parking rules to the owner of the vehicle.

ACT OPTION 8

Allow for variations in port charges in relation to the environmental performance of a vessel.

ACT OPTION 9

Increase the port charges notification period to the Minister to at least 40 business days before the change.

ACT OPTION 10

Review application of current port boundaries and update if required.

ACT OPTION 11

Require the provision of vessel performance information to relevant port authorities.

ACT OPTION 12

Mandate information and data formats and types for vessel manifests and that these be provided to the NSW Government.

ACT OPTION 13

Clarify key functions of Transport for NSW, which include keeping waterways free of debris and the maintenance of additional waterway infrastructure.



ACT OPTION 14

Expand the functions of the Maritime Advisory Council to include advice and recommendations on property and infrastructure, to align with the expertise required of the MAC members and the functions of TfNSW.


ACT OPTION 15

Amend the Act to streamline and simplify requirements where suitable.

GENERAL FEEDBACK

If you have any further feedback regarding the Act please leave your comments below.

**TO PROVIDE FEEDBACK ON PROPOSED
OPTIONS FOR PBLIS PLEASE CONTINUE TO THE
NEXT PAGE**



PBLIS OPTION A

OPTION A1

Apply late penalties per truck trip rather than per container – Change late arrival penalties to be applied per truck rather than per container.

OPTION A2

Investigate options for stevedore impacted trucks – Consider options for a port-wide approach to stevedore impacted trucks.

OPTION A3

Apply unforeseen events to terminal sections – Increase flexibility in stevedore unforeseen events to allow cancellation of part of an impacted time zone, to allow the remainder of the terminal to continue operating.

OPTION A4

Change carrier cancellation rules to 'take or pay' – Change the notice period and booking cancellation rules by road carriers to a 'take or pay' arrangement.



OPTION A5

Remove large and small carrier classifications – Remove the option to separate road carriers into Large Carriers (Class B carriers) and Small Carriers (Class A carriers) for the purpose of releasing slots.

OPTION A6


Change penalty amounts – Increase penalties by CPI backdated from implementation and apply annually in future.

OPTION A7

Improve road data transparency – Increase information available publicly on stevedore truck servicing and improve data provided to government to provide additional functionality.

OPTION A8

Remove the broad power for regulating stevedore charges – Remove the broad Regulation power to regulate stevedore charges that is not aligned with the NSW Government regulatory framework and remove the associated PBLIS stevedore charge notification and government assessment requirements.



PBLIS OPTION B

OPTION B9

No booking until discharge – Implement a booking system that allows container pick up scheduling once the container has been discharged from the vessel.

OPTION B10

Points systems – Apply penalties and/or booking fees via a points system.

OPTION B11

Differential pricing of time zones – Apply different prices to truck time zones - with peak periods priced higher than off-peak.

OPTION B12

Certified transport operators – Introduce a certification requirement for transport operators, as applied in other ports internationally.



OPTION B13

Empty container storage facility data transparency - Require empty container storage facility data and make this publicly available, and require empty container redirections in EDI format.

OPTION B14

Freight Community System (FCS) – Progress development of FCS Strategic Business Case and if positive, develop a phased implementation plan and proceed as a high priority.

OPTION B15

Second Truck Marshalling Area (TMA) – Investigate further the need and timing for a second truck marshalling area and if required, options for its development.

OPTION B16

Non-government implementation of PBLIS – Consider enabling NSW Ports to administer PBLIS and TfNSW contracting NSW Ports to manage the TMA and ANPR cameras.



PBLIS OPTION C

OPTION C17

Transition away from PBLIS but retain oversight – Remove the PBLIS regulation in a phased transition, but retain performance monitoring and the potential to re-introduce PBLIS should port performance deteriorate.

OPTION C18

Oversight of access arrangements – In addition to **PBLIS Option C17**, provide regulatory oversight of industry access arrangements to support the transition away from PBLIS.

PBLIS OPTION D

OPTION D19

Remove regulated rail booking fee structure – Remove the regulation of rail servicing and booking fees to allow stevedores to set fees and service rules as appropriate.

OPTION D20

Rail data transparency – Make available information on stevedore rail window use, performance and container tracking.



OPTION D21

Improve governance frameworks to align public infrastructure managers with the port rail task - Ensure public rail organisation (Sydney Trains and ARTC) requirements are appropriately aligned with the port rail task.

OPTION D22

Encourage voluntary arrangements between private sector participants to improve rail coordination - Encourage the use of voluntary arrangements to improve coordination among private organisations in the rail supply chain.

OPTION D23

Examine additional future rail options - As rail investments mature, consider further options for improving interface/coordination between supply chain participants and functions.

GENERAL FEEDBACK

If you have any further feedback regarding PBLIS please leave your comments below.

Thank you for taking the time to provide feedback on the options proposed as part of the Independent Review of the Ports and Maritime Administration Act and PBLIS.

Please ensure you have reviewed your responses and once happy with them please hit the 'submit feedback' button below.

Follow the prompts and ensure you cc yourself in the email if you would like to receive a copy of your submission.

