



Respondent No: 2

Login: Anonymous

Email: n/a

Responded At: Jan 20, 2022 08:56:14 am

Last Seen: Jan 20, 2022 08:56:14 am

IP Address: n/a

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- Q1. **First name** Glen
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- Q2. **Surname** Vass
-
- Q3. **Organisation** Price and Speed Containers
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- Q4. **Please provide your email address** [REDACTED]
-
- Q5. **Your submissions will be made publicly available, with personal details redacted. If you do not want any part of your submission published, please indicate this clearly.** I agree for my submission to be made publicly available, with personal details redacted.
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- Q6. **Do you have any feedback on the marine safety functions under the Act?**
not answered
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- Q7. **Do you have any feedback on the provisions of the Act in relation to the Maritime Advisory Council or the Waterways Fund?**
not answered
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- Q8. **Do you have any feedback on the Port Authority or private port operator provisions in the Act?**
not answered
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- Q9. **Do you have any comments on the Act coverage of port charges and the port price monitoring scheme?**
not answered
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- Q10. **Do you have any feedback on the management of wharves and moorings under the Act?**
not answered
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- Q11. **Do you have any feedback on the Act powers relating to port facilities?**
not answered
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- Q12. **Are there any issues with access to relevant information? If so, what are the expected impacts of accessing additional information?**
not answered
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- Q13. **Do you have any suggestions to improve the Act to ensure it appropriately supports the management of NSW's ports and maritime operations?**
not answered
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- Q14. **What has PBLIS achieved since introduction and what it is achieving now?**
not answered
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Q15. Are there inefficiencies in other parts of the port landside supply chain not under PBLIS? How would these be best addressed?

not answered

Q16. What changes, if any, could improve the current PBLIS arrangements, whether in the Act, Regulation or Mandatory Standards? What are the expected impacts of those changes?

PATRICK STEVEDORES SHOULD NOT RELEASE VBS SLOTS ON PUBLIC HOLIDAYS. THEY SHOULD FOLLOW THE GOOD COMMON SENSE APPROACH TAKEN BY DP WORLD AND HUTCHISON. CARRIERS OFFICE STAFF SHOULD BE ABLE TO ENJOY PUBLIC HOLIDAYS AND NOT FORCED TO WORK BECAUSE OF ONE STEVEDORES UNJUSTIFIABLE APPROACH TO VBS BOOKINGS.

Q17. Are there any unintended impacts of PBLIS on the movement of goods through Port Botany? If so, how should these be addressed?

not answered

Q18. Are there any aspects of the application of PBLIS to stevedore operations that create inefficiencies in the landside supply chain? If so, how can these be improved?

not answered

Q19. Are there any aspects of the application of PBLIS to road transport operations that create issues in the landside supply chain? If so, how can these be addressed?

not answered

Q20. Are there any aspects of the implementation of PBLIS that create issues in the supply chain? If so, how could the administration of PBLIS be improved?

not answered

Q21. Does PBLIS remain the best approach for promoting the efficient and productive operation of the landside interface at Port Botany into the future? Are there ways that PBLIS could be improved?

not answered
