



**Respondent No:** 4

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**IP Address:** n/a

Q1. **First name**

[REDACTED]

Q2. **Surname**

[REDACTED]

Q3. **Organisation**

[REDACTED]

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.

Q6. **Do you have any feedback on the marine safety functions under the Act?**

Inclusion of (or reference to) the responsibilities set out in the NSW state EM Plan and sub plans

Q7. **Do you have any feedback on the provisions of the Act in relation to the Maritime Advisory Council or the Waterways Fund?**

The Waterways fund is a vital resource to enable the resources required are available to provide safe navigation, infrastructure and boating amenities to those that contribute to the fund. The fund should be retained in its current form.

Q8. **Do you have any feedback on the Port Authority or private port operator provisions in the Act?**

As part of the review greater clarity of the Emergency response arrangements and responsibilities should be delved into. Currently the PAMA act sets out the PSOL, which sets the Port Authority responsibility to have emergency response capability. The NSW Emergency management plan through the sub plan NSW State Waters Marine Oil and Chemical Spill Contingency Plan sets out areas and roles of responsibility for oil and chemical spills and Fire on a vessel. This only deals with State Waters for the PA of NSW. The PSOL sets the responsibility of administration and regulation of Dangerous goods in port areas. This was set out in detail in the Dangerous Goods (General) Regulation 1999 part 11. <https://legislation.nsw.gov.au/view/html/repealed/current/sl-1999-0453> This is where a lot of the systems and requirements that the PA place on foreign going ships to conduct safe operations when in port come from. Including the requirements for work permits, bulk liquid transfers, Tank entry permits etc. Investigate division 2 . 10. 3 (a) and determine what these "value add" facilities and services are and if they require formal qualification.

Q9. **Do you have any comments on the Act coverage of port charges and the port price monitoring scheme?**

nil

Q10. **Do you have any feedback on the management of wharves and moorings under the Act?**

Recreational moorings are an in demand resource and are administered by Transport for NSW. A review into the subleasing or short term stay of under utilized moorings should be considered.

Q11. **Do you have any feedback on the Act powers relating to port facilities?**

no feed back

**Q12. Are there any issues with access to relevant information? If so, what are the expected impacts of accessing additional information?**

no feed back

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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?**

Inclusion of the Dangerous Goods (General) Regulation 1999 part 11. <https://legislation.nsw.gov.au/view/html/repealed/current/sl-1999-0453> requirements relating to Port activities. division 2 9. (c) - move this to position (a) , a safe port should be the highest priority ahead of "a successful business". If the Port is a Safe and efficient Port then it is a successful business.

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**Q14. What has PBLIS achieved since introduction and what it is achieving now?**

Truck wait times are now 99% below 60 min mostly below 45min

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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?**

Current unloading and reloading of Rail containers is excessive. under utilization of locomotives whilst rail unloading/loading process.

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**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?**

no feed back

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

no feed back

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**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?**

no feed back

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**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?**

no feed back

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**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?**

no feed back

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**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?**

no feed back

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