

## **THESE ARE THE THINGS I FEEL NEED TO BE RECTIFIED AND APPLIED.**

- PBLIS Prices to be reviewed every year without this lengthy process and amended accordingly and applied after 60 days' notice.
- PBLIS TTT FEE to be lifted to \$100 per 15min as there has been no increase in 12 years.
- PBLIS cancelled slots to be increased to \$250 per slot plus replacement slot to suit.
- PBLIS rulings to be introduced to all Container Empty Parks – including all fees – this includes not being charged for listing a slot, TTT. Container empty parks are the start of the transport chain and end of the transport chain. Fees to be same rate as stevedores. With an allowance of 30min from time of gate entry – excluding when there are ranks out on the public roads, this should be calculated from time rank joined. – tracking proof to be provided.
- Congestion fee of \$100 also applied to any truck in a rank that exceeds 30min on top of the TTT and into public roads at empty parks. This fee to be on top off all other fees.
- Stevedores not to be charging us slot fee for saving the same slot on different containers when container numbers (bay plan) have not been entered into system or vessels have been changed or moved times or when the slot is actually being used in correct manner and truck has arrived to collect.
- Stevedores should have a slot release system that works correctly; if issues are outstanding a fine should be imposed till system working to proper operating standards and required levels. 1-stop -
- Long weekends should be free of slot release or road work and container detentions in stevedores to be in line with the rest of all working industries – this also applies for slot release not to be carried out on public holidays
- Stevedores should be penalised for not having correct and operating systems within terminals, i.e. weigh in motions miss calculations, not printing or not working, - card scanner not reading – screens blanked out, lanes closed by witches hates for no reason. Exit lanes closed by witches hates, loading bays blocked by witches' hats. Operators sitting and playing with phones instead of loading trucks.

- Stevedores penalised for bay plans not entered before slot release or within 30min after slot release
- Vessel availabilities for imports and exports set no later than 2 hours prior to slot release to allow transport time to plan accordingly.
- Vessel delays for imports and exports to be posted immediately. Stevedore to be penalised if changed after slot release.
- Stevedores to be penalised when phones and emails are not answered.
- If bookings at empty parks are made and a redirection is placed after, time slot has been booked and confirmed must be honoured and not turned away; otherwise a penalty fee of \$100 should be applied, and slot cancelled and slot fee waived
- 1-stop system to be rectified and working same at all stevedores. i.e. “pending confirmation at facility” – this is from 30sec to 4 hrs
- Min of 2 hrs notice of any shift cancelation prior to slot release, sent via email to all of the transport operators – not posted on front page of website, or slot release happens and posted after when everyone complains. Transport of NSW not to allow any slot reduction during peak hours.
- Time slots at release for a and b carriers to be the same amount, as we are all paying the same fees.
- Extra-long trucks blocking parking bays at stevedores and taking up too much room must be penalised / and or stevedores to have them park away from everyone else, freeing up space and reducing ranks and risk of any accidents or injuries.
- Any containers discharged prior to 1<sup>st</sup> available that exceed more than 1 day must be pre-adviced as this can be grounded up to 5 days prior to dates set in 1stop for 1<sup>st</sup> availability.
- Assistance to be granted to any slot missed due to being in an empty park rank / facility over 1.5hrs, and for stevedore to grant entry or replacement slot at no cost to transport (empty park to be billed for this).
- Any information given to drivers or passed onto any other government body such as service NSW in regards to weights must be true and accurate, not a guide only. As COR Australia rules and terms and conditions transport accepts from stevedores when entering or manifesting on system.
- All empty parks to issue valid contact details i.e. – phone numbers email address for all parks as individuals.

- Stevedores lying to transport when they are advised of an issue should be penalised / fines for incorrectly supplying information of a false nature, as this could lead to OH&S issues.
- Empty returns at stevedores during the working day should be as so. Not an empty being PRA as an export for extra charges to be applied. (This is revenue rising). E.g. Having empty area work out of peak times.
- Minimum of 1100 import slots and 300 export slots per slot release at all stevedores per day. Note – with min 50 slots per hr during peak times.
- If a stevedore is closed for more than 8 hrs straight regardless of where in the same day or not i.e. from 20:00 – 4:00, not counted as same day, but should be as it is a continues closure – extra free day to be issued, not 12hrs in 1 day.
- A safety comity should be set up comprising of people from Services NSW, Stevedore, Empty Park, Transport operator – do a walk around and address any safety concerns needing attention at all facilities – we are paying infrastructure fees but facility services are being neglected and not fixed correctly.
- All system updates to be carried out of peak hour times. From stevedores to 1-stop.
- Export availabilities to also include HAZ dates, we shouldn't have to contact stevedore to tell us when they will start or what day they will accept Receival. Clients need to have time to prepare and load.
- Vessel availability times to be set at reasonable times not 23:59 import availability as 1<sup>st</sup> day – this is type of time is unproductive too all parties. This type of thing means we have 1 min to get container 1<sup>st</sup> free day but are not allowed into terminal till midnight, otherwise we trigger an early arrival.
- HPA – system issues – freezing – page crashing – once any dates advertised and vessels have been delayed – an email to be sent to transport operators advising of date changes. – unsaved slots cannot be listed – have to wait 2 hrs –
- Any new fees stevedores would like to introduce should be discussed with Transport of \ NSW then put to transport for their views and then determined if fee could be introduced or not.
- Any fee increases should be backed up with proof and evidence for legitimacy of increase – increasing to cover other costs due to providing cheaper rates in other areas of the stevedoring is not transports problem, and stevedores should look at their other clients for increases.

For transport to be able to carry out their day to day work all parties involved with that work all need to be doing their jobs correctly. When there are system issues, operator issues, plant issues, poor communication extending from management to the transport companies, things will go wrong, delays will happen.

Transport is the last chain of the link where it's vital to the day to day operations. From collecting containers to delivering them to dehiring them, this is all done by road. Yet road are the ones that are being charged the most fees, whilst the shipping lines are getting cheaper rates quay side as per ACCC report.

If there is anything that you are not sure of or don't understand, I am available to make time discuss in further detail.