

MEDIA RELEASE

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PORT BOTANY LOGISTICS TRIALS TO COMMENCE

Sydney Ports Corporation today outlined the first of three industry trials aimed at improving the performance of Port Botany's container terminals and reducing costs of road and rail logistics to and from the port.

At an industry briefing in Mascot today, over 130 industry participants heard details of the active role Sydney Ports has undertaken to lead industry through the Port Botany Landside Improvement Strategy reform process.

"Over a two week period commencing February 16, Sydney Ports in its first industry trial will benchmark the port's existing performance to support greater transparency of industry logistics chain performance," Sydney Ports Corporation Chief Operating Officer Mr Paul Weedon said.

"Sydney Ports will use the First Trial to baseline current performance across the logistics chain including Container Terminals, Carriers and Empty Parks.

"We'll collect data to validate the proposed performance measures in scope for the second Trial in April and for input into other project activities," Mr Weedon said.

Mr Weedon said Sydney Ports' aim is to reduce landside delay around Port Botany's cargo terminals and reduce the total cost of road and rail logistics by promoting consistent landside service by all service providers.

"Sydney Ports has been engaged with industry over the last three months to improve efficiencies across the broader logistics chain associated with Port Botany," Mr Weedon said.

"It is the first time in Australia a port management organisation has moved away from the landlord model of port management to become actively engaged in managing and executing improvements to the ports logistics chain.

"Trial 1 will look at:

- Slot Availability and Utilisation - number available, number utilised
- Vehicle Processing Time - from queuing to out gate
- Container Dwell times - impact on efficient terminal operations
- Dual Slot Running - use of dual slots, export / import
- Electronic Processing - gauging benefits of full electronic processing
- Industry Communications - frequent and transparent communications

Mr Weedon said the logistics strategy has been driven through the two task forces, the Port Botany Road Taskforce and the Port Botany Rail Team.

“The groups include representatives from Sydney Ports, industry and other relevant bodies,” Mr Weedon said.

“Over the last three months since the first industry briefing, Sydney Ports has seen great progress in the Port Botany Landside Improvement strategy including the development of a detailed Program Management Plan with key milestones and the documenting of draft trial performance benchmarks for stevedores and transport operators.

“In addition Sydney Ports has been tasked to develop peak period pricing and performance penalty recommendations, with work well underway.

“Sydney Ports Corporation had also greatly increased the communication with industry through a range of measures including:

- Industry briefings preceding the proposed trial schedules
- Fortnightly ‘Road Taskforce’ and ad-hoc ‘Sub Taskforce’ meetings with stakeholders from across the industry as applicable, as well as regular Port Botany Rail Team Meetings
- Continual development of the “*Landside Improvement*” section of the Sydney Ports’ website which includes agendas and minutes from the Taskforce meetings, Trial details and port performance reports
- Brochures on the *Program Overview* and *Upcoming Industry Trials* have been produced to engage a wider stakeholder audience.

Mr Weedon said he was confident in the industry consultative approach to the Port Botany Landside Improvement Strategy but the NSW Government would step with regulation if industry is unable to agree.

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