

## INQUIRY INTO HEAVY VEHICLE SAFETY

**Organisation:** -  
**Name:** The Hon Joe Tripodi MP  
**Position:** Minister for Ports and Waterways  
**Telephone:** (02) 9228 5451  
**Date Received:** 27/03/2009

---

THIS PAGE INTENTIONALLY BLANK



New South Wales

## Joseph Tripodi

Minister for Finance Minister for Infrastructure Minister for Regulatory Reform  
Minister for Ports & Waterways

Mr Geoff Corrigan MP  
Chair  
Staysafe Committee  
Parliament of New South Wales  
Macquarie Street  
SYDNEY NSW 2000

Our Ref: 09/00088



Dear Mr Corrigan

Thank you for providing the opportunity to comment on Staysafe's Inquiry into Heavy Vehicle Safety.

From a ports perspective, existing port terminal infrastructure and the activities and efficiency of supply chain participants both play a role in contributing to the maintenance of heavy vehicle safety standards. For example, inefficiencies in the landside supply chain can lead to vehicle congestion and queues in and around port precincts.

The NSW Government has passed legislation setting an objective for Port Corporations to improve productivity and efficiency in the port related supply chain. Port corporations are facilitating the implementation of a range of initiatives to address supply chain inefficiencies at ports. The Government's Port Botany Landside Improvement Strategy includes a range of initiatives to help reduce truck congestion and turnaround times. These reforms will support any initiatives in addressing heavy vehicle driver fatigue.

Sydney Ports Corporation (Sydney Ports), as part of the NSW Government's Port Botany Landside Improvement Strategy, is working with industry to implement major improvements in supply chain transparency and productivity including:

- provision of information to port stakeholders on port performance, such as truck queues and estimated delays;
- introduction of enforceable performance standards for stevedores along with road and rail operators;
- introduction of an off peak incentive scheme to encourage trucks to operate outside of peak hours, which will reduce road congestion.

Sydney Ports Corporation completed the first of three industry trials in February 2009. This trial measured current industry performance across the port-related logistics chain. This will be followed by a second trial in April to measure stevedores and truck operators against revised performance standards.

A third trial in June will examine the impact of an Off Peak Incentive Scheme to relieve truck congestion and increase port efficiency.

New legislation also allows the NSW Government to mandate measures for industry to deliver the required improvements should voluntary industry measures fail to improve port efficiency and congestion.

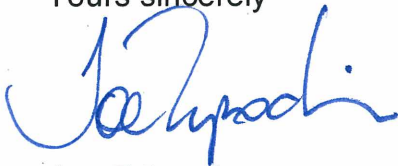
The review of landside operations at Port Botany by the Independent Pricing and Regulatory Tribunal (IPART) recommended that stevedores provide toilets and drinking water to truck drivers queuing for access. Sydney Ports is working with the stevedores to implement this recommendation.

Sydney Ports is also working with the Roads and Traffic Authority (RTA), Police and local councils to identify options for a truck marshalling area within the port precinct to manage early arrivals of trucks to the port and facilitate truck storage during peak periods as a contingency measure.

This work includes identifying an appropriate site classified as a rest area and resolving whether a marshalling area can satisfy the fatigue management requirements.

If you require any further information, please contact NSW Maritime's Deputy Chief Executive, Mr Tony Middleton on (02) 9364 2369.

Yours sincerely



**Joe Tripodi**  
**Minister for Ports and Waterways**

27 MAR 2009