

May 31, 2021

## Customer Notice – Changes within VBS

LPC and the South Island Port Users Working Group (SIPUWG) have been meeting regularly over the last 12 months to discuss key focus areas relating to both Health & Safety and Productivity & Communication between LPC and its key stakeholders.

A recent survey conducted by the SIPUWG to its members, and supported by LPC, provided us with constructive feedback and identified several areas that need greater attention. LPC would like to thank the SIPUWG and its members for this feedback.

The VBS was implemented at LPC in March 2018 and is chiefly designed to control the flow of trucks coming to/from LPC Sites, as well as aiming to provide greater visibility of trucking movements. We firmly believe that LPC would not have been able to handle the significant increases in volume we have experienced over that time, without the VBS being in place.

To ensure all stakeholders benefit from the VBS and following collaborative discussion between LPC & SIPUWG, we are now ready to trial some changes to the VBS in an effort to improve productivity and curb the ongoing issue of timeslots being booked unnecessarily, increase the ability of two-way truck movements, and provide a more user-friendly experience for transport companies. The first stage of these changes is as follows:

### **Change 1:**

- Slots will now be made available 2 business days prior to the timeslot date, rather than the current 3.  
**Please note this change relates to both LCT and CityDepot.**

#### **Slot drop times for LCT:**

<b>Day / time of the Week</b>	<b>Slots drop for</b>
Monday at 10.00am	Wednesday
Tuesday at 10.00am	Thursday
Wednesday at 10.00am	Friday
Thursday at 10.00am	Saturday
Thursday at 2.00pm	Sunday
Friday at 10.00am	Monday
Friday at 2.00pm	Tuesday

#### **Slot drop times for CityDepot:**

<b>Day / time of the Week</b>	<b>Slots drop for</b>
Monday at 3.00pm	Wednesday
Tuesday at 3.00pm	Thursday
Wednesday at 3.00pm	Friday
Thursday at 11.00am	Saturday (Advertised as open weekends only)
Friday at 11.00am	Monday
Friday at 3.00pm	Tuesday

This change has been made as we expect Carriers will have greater knowledge of their requirements two business days out as opposed to the current three, thereby reducing the need for speculative bookings.

**Change 2:**

- **For LCT only**, timeslots will now be made available as ‘unspecified’. When going to book, the process will be the same whereby the carrier chooses either a pickup or drop off booking however, instead of having a certain quantity of bookings allocated to either type, there will be one pool that these bookings now draw from. This does mean that the type of booking required must still be determined at the time of booking. When slots are listed to the Timeslot Exchange, they will be listed as ‘unspecified’ allowing another transporter to determine the slot type (pick up or drop off) upon booking.
- The current tier approach will still apply meaning that Carriers can only book a maximum of each type of booking depending on their tier.
- The intention of this change is to increase the ability for carriers to be able to run loaded in and out of Lyttelton and assist with creating a more efficient transport network. During times of high congestion, LPC do reserve the right to favour slots towards Import or Export.

**These changes will take affect from Monday June 14<sup>th</sup>, with Wednesday's bookings being dropped at 10AM as all unspecified.** We will trial these changes for a period of 4-6 weeks, before reconvening as a group to determine the next steps.

Additional options that are also being considered for the future include the following:

- Charging the Timeslot Booking Fee (\$12.50) for any timeslot booked, effectively making timeslots “take or pay” to discourage booking unrequired slots.
- Import container number or stack run number, required at the time of booking to confirm a pickup timeslot.
- Improving the uptake of Stack Runs – we are very keen to work closely with Carriers individually, as well as the wider Supply Chain, to see greater utilization of the Stack Run functionality
- Template allocations based on demand and hours of operations.

We will review the first set of changes before adding/changing anything further.

If you have any queries relating to these changes, please contact Abbey Clapp or Myself.

Kind Regards

Sean Bradley  
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