



CARRIER ACCESS ARRANGEMENTS

MCS BANKSMEADOW

LAST UPDATED NOVEMBER 2017

1. Overview

MCS BANKSMEADOW is committed to the highest principles and standards of safety, operational excellence, customer focus and continuous improvement.

2. Site Safety Requirements

MCS BANKSMEADOW places the utmost importance on site safety for all employees, contractors and visitors who access the park. We take a stance of zero tolerance to behaviours that contribute to workplace incidents which have a negative impact to the business.

Safety is a fundamental component of operations and it will be incorporated into all business relationships and processes.

3. Personal Protective Equipment (PPE) Requirements

- Drivers entering the park are required to wear steel capped boots
- Drivers entering the park are required to wear Hi Visibility Garments with a minimum being a vest to be worn as an outer layer of clothing (Compliant to Australian Standard AS 4602)
- All Drivers must be Inducted

4. Traffic Management

- Truck drivers must adhere to traffic flow and follow any internal traffic signs.
- Trucks must give way to pedestrians.
- Trucks must give way to forklifts operating in the depot.
- Truck drivers must not wander around the depot.

- Truck drivers must not walk behind or around forklifts while being loaded or unloaded. Pedestrians must use designated walkways at all times.
- Maximum speed limit in the park is 10 km/hr.
- Truck drivers are to remain in their vehicle whilst being loaded or unloaded.
- Drivers are not permitted to perform maintenance or cleaning activities on any vehicle whilst in the Terminal.
- Drivers must be licensed to operate the truck and its configurations.
- The truck must be registered, road worthy and maintained to a condition as per NSW RMS / Manufacturers recommendations.
- Drivers must secure the twist-locks on all four corners of the container(s) prior to departing the Terminal this is to be done in the designated pinning areas.
- Drivers shall not climb onto their trailers unless they are in a designated safety zone.
- Drivers are not to walk under or drive under a suspended load.
- Container locating pins are to be painted in either fluorescent yellow or white.
- Drivers must ensure all container locking pins are in the ready position for container loading or unloading. Damage resulting from failure to correctly position container locking pins will be the responsibility of the driver.
- Changing the configuration of container pins must be done in a designated safety zone or pinning area.
- All container locking pins for all four corners of each container must be present and in working condition.
- Side loader trailers must have contrasting hi visibility markings on the trailer arms.
- All skeletal trailers must be fitted with safety chains.
- Intoxicants, illegal narcotics and persons under the influence of are not permitted in the depot.
- Any plant or property damage must be reported immediately to the office.

5. Container Park Access

- Container Transport Operator (CTO) access to MCS BANKSMEADOW is by pre transacted “Notification” through containerchain.com
- CTO’s will be required to have an active commercial account in containerchain.com in order to pre transact “Notifications”.
- MCS Banksmeadow is a fully bonded Customs approved container terminal and as such we are required to record all details of persons entering and leaving the terminal.
 - MCS will need to identify all truck drivers entering this terminal. Our staff will ask the driver his name and will ask to see their drivers licence to identify them. The drivers name and licence number will be recorded and kept in a secure file on the MCS IT system. After the driver has been identified they will be given an ID number for subsequent visits, the driver will need to give their ID number to the gatehouse clerk upon entering our terminal for recording purposes.

(This is a requirement under section 77G of our bonded facility licence. Any driver who refuses to be identified may be asked to leave the terminal)

Returning an Empty Container

- All containers being returned to MCS BANKSMEADOW will require a “Container Return Advice” transaction to be completed by the CTO in containerchain.com.
- All “Container Return Advice” transactions will require a “Notification” to be made by the CTO in containerchain.com.
- It is a mandatory requirement for all notifications that the truck registration is recorded by the CTO at the time the notification is made.

Picking Up an Empty Container

- All containers being collected from MCS BANKSMEADOW will require a “Container Pick-up Advice” transaction to be completed by the CTO in containerchain.com.
- All “Container Pick-up Advice” transactions will require a “Notification” to be made by the CTO in containerchain.com.
- It is a mandatory requirement for all notifications that the truck registration is recorded by the CTO at the time the notification is made.

6. Notification Times information

- Notification times will be in 30 minute windows.
- Notifications will be made available for the remainder of the current day, and the entire next business day.
- Notifications are required to be made a minimum of 1 hour prior to the commencement of the nominated notification window.

7. Container Fees

- A Container Fee is applicable for each “Notification”
- The Container Fee applicable for MCS BANKSMEADOW is \$10.00 per container.
- Notifications outside normal business hours will have to be pre-arranged with MCS management, notification rate for after hours will be at MCS BANKSMEADOW’s discretion.
- The Container fee will be reviewed periodically.
- The Container Fee above is exclusive of GST.

8. Truck Arrival Procedure

- Based on Safety and operational considerations, MCS BANKSMEADOW has an expectation that trucks will arrive during the nominated “Notification Window”.
- When a truck driver arrives at MCS BANKSMEADOW’s container control office, the driver will be required to quote one of the following: truck registration number, notification number(s), release number or container number to the Container Controller. This information is used to identify and activate the transaction in the site operating system. Upon verification of a valid Notification, the truck driver will then be directed on how to proceed.
- If a truck arrives at MCS BANKSMEADOW more than 30 minutes prior to the start of the nominated “Notification Window”, based on safety and operational considerations, MCS BANKSMEADOW may request the driver to exit MCS BANKSMEADOW and return during the nominated “Notification Window”.
- If a truck arrives at MCS BANKSMEADOW more than 30 minutes after the end of the nominated “Notification Window”, based on safety and operational considerations, MCS BANKSMEADOW may request the driver to exit MCS BANKSMEADOW and re notify for a subsequent “Notification Window”. In this case further Container Fees will apply.

- If a truck is serviced during the nominated “Notification Window”, the Containerchain system will record the performance of the CTO in respect of that “Notification” as “On Time”.
- If a truck is serviced before the commencement of the nominated “Notification Window”, the Containerchain system will record the performance of the CTO in respect of that “Notification” as “Early”.
- If a truck is serviced after the expiration of the nominated “Notification Window”, the Containerchain system will record the performance of the CTO in respect of that “Notification” as “Late”

9. Failure to Arrive for a Notification

- If a truck fails to arrive on the day of the “Notification”, for reporting purposes, the performance of the CTO in respect of that “Notification” will be reported “Un-utilised”.
- “Un-utilised Notifications” will be charged the “Container Fee”

10. Arrival Without a Notification

- If a truck arrives at MCS BANKSMEADOW without a “Notification” it will be at the Terminal Managers/Supervisors discretion if the truck is serviced.

11. Cancelled Notifications

- A “Notification” can be cancelled by a CTO up to 1 hour prior to the commencement of a “Notification Window” and the “Container Fee” will not be charged.
- If a “Notification” is cancelled by a CTO after this time the “Container Fee” will still be charged.
- MCS BANKSMEADOW may also be required to cancel a “Notification” on behalf of a CTO due to internal operational issues. If this occurs the CTO will be advised by email and the corresponding “Container Fee” will not be charged

12. Invoicing

- Container Fees will be invoiced to CTO’s by containerchain.com
- Invoices are raised monthly and represent all activity for the preceding month.
- Invoice payment terms are fourteen days from invoice
- Outstanding invoices will result in a CTOs Containerchain account being suspended
- Reconnection of a suspended account will attract a reconnection fee of \$100.00

13. Dispute Resolution

- If a Notification is not serviced due to a contributing factor from MCS BANKSMEADOW, the CTO is required to log the issue with the Containerchain Support Team within 60 minutes of the truck departing MCS BANKSMEADOW. This is to enable any potential invoice dispute regarding the “Notification” to be addressed.
- Disputed invoices are to be raised with the Containerchain Support Team.

14. Liability and Indemnity

The carrier must indemnify and keep indemnified MCS BANKSMEADOW in respect of any loss or damage or death or injury to any person as a consequence of:

- (a) Any breach of this arrangement by the carrier, its drivers, agents or contractors;
- (b) Any negligent act or omission or wilful misconduct of the carrier, its drivers, agents or contractors; and
- (c) Any damage to MCS BANKSMEADOW property where such damage is the fault of the carrier, its drivers, agents or contractors,

Except to the extent that such loss or damage is caused by a breach of this arrangement or an act or omission constituting negligence or wilful misconduct by MCS BANKSMEADOW, MCS BANKSMEADOW must indemnify and keep indemnified the carrier in respect of and loss or damage or death or injury to any person as a consequence of:

- (a) Any breach of this arrangement by MCS BANKSMEADOW;
- (b) Any negligent act or omission or wilful misconduct of MCS BANKSMEADOW; and
- (c) Any damage to the carrier's property where such damage is the fault of MCS BANKSMEADOW except to the extent that such loss or damage is caused by a breach of this arrangement or an act or omission constituting negligence or wilful misconduct by the carrier, its drivers, agents or contractors.

15. Fatigue Management

- Carriers are required by law to ensure drivers do not exceed their maximum regulated hours for driving and working. MCS BANKSMEADOW will assist in every way to notify carriers of current and possible delays. These notifications will be sent via our Broadcast Alert system, which sends emails and SMS messages to registered CTO’s.
- All carriers are responsible for managing their drivers’ hours and carriers must change over drivers who have worked their maximum number of hours. If the carrier is unable to change drivers then the carrier must withdraw and move the truck away from MCS BANKSMEADOW

16. Current Depot Opening Hours

Monday to Friday 0600-1800 and may be amended subject to demand.

17. Alterations to these Carrier Access Arrangements

- MCS BANKSMEADOW reserves the right to alter these Carrier Access Arrangements.
- CTO's will be advised of alterations to this arrangement by email and all alterations will be posted on the Container chain website.