

CC Containers Pty Ltd

(ACN 62 128 976 803)

Container Transport Operator Access Terms & Conditions

(as from February 2017)

These terms and conditions govern the entry into and use of CC Containers P/L (CCC's) empty container park by Container Transport Operators (CTO). Any CTO seeking access to CCC's yard is deemed to have accepted these terms and conditions.

1. Overview

CCC's is an empty container park located at 2 Somerville Rd, Footscray. Container Transport Operators (CTO) can contact the depot on (03) 8371 2700 during business hours. CCC's is committed to high standards of safety, operational excellence and Customer focus and will endeavour to meet all reasonable service requests in an efficient and timely manner; and it expects its Customers and CTO's attending the site to acknowledge and match this commitment.

Depot Opening Hours

CCC's depot opening hours (with the exception of Public Holidays) are as follows:

Extended Depot Hours are: Monday to Friday from 6:30am to 10:00pm
or
Monday to Friday from 6:30am to 6:00pm
and
Saturday from 7:00 to 11:00am

Our Normal Depot Hours are: Monday to Friday between the hours of 7:00am and 5:00pm

IMPORTANT: CTO's should consult CCC's website (www.cccontainers.com.au) to confirm which Shipping Lines are participating in which service.

CC Containers operates on a continuous receipt and delivery basis throughout the day.

1. Site Safety Requirements

CCC's places the utmost importance on safety for all employees, contractors and visitors who access the site. We have a policy of zero tolerance to behaviours that contribute to workplace incidents or which have a negative impact to our business or that of others. Safety is a fundamental component of our daily operations and we expect all those who enter our site to both respect and adhere to our safety principles and policies.

It is a condition of entry to CCC's that the CTO's ensure they comply with all legislative requirements. During business operations and especially in the unlikely event of an emergency occurring on our site, CTO's must follow all instructions and requests issued by any of CCC's staff immediately and without question. Any Container Transport Operator who fails to do so will be immediately expelled from the depot (with or without being served) and may be temporarily or permanently prohibited from further entry to CCC's premises. CTO's and contractors enter and bring their vehicles and other equipment onto CCC's site at their own risk and CCC's accepts no responsibility for any loss or damage of any nature suffered by any person entering its premises arising from any cause whatsoever including without limitation the negligence or wilful misconduct of CCC's, its servants, agents or contractors .

- **Protective Equipment (PPE) Requirements**

- Truck drivers entering the site 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).

- **Traffic Management** (also see Attachment 1)

- Designated walkways must be used at all times.
- Maximum truck speed limit in the site is 10kph.
- Truck drivers must adhere to traffic flow and follow any internal traffic signs and directions.
- Trucks must give way to pedestrians.
- Trucks must give way to forklifts operating in the depot. Damage to either the prime mover or trailer pins will be the responsibility of the driver.
- When returning an empty container, drivers must unlock container twist locks as they arrive at the Container Office to process their paperwork and before they proceed to the unloading area.
- When collecting an empty container, twist locks are to be locked upon return to the Container Office for processing after loading and before leaving the depot. All container locking pin for all four corners of each container must be present and in working condition prior to loading. Damage to either the trailer or container resulting from a failure to correctly position container locking pins will be the responsibility of the driver.
- Truck drivers are not permitted to perform maintenance or cleaning activities on any part of the vehicle whilst on site.
- CCC's will presume that all vehicles' arriving at the site are fit for purpose and that the driver holds the appropriate licenses.
- Container locating pins painted in either fluorescent yellow or white will assist prompt and efficient loading.
- Any damage sustained to a CTO's vehicle must be reported immediately to the Container office.
- When accessing Somerville Road east for entry into CCC's driveway, truck drivers **must not** queue in the Somerville Road/Whitehall Street intersection.

- **Truck Driver Behaviour**
 - Each Driver must at all times conduct themselves in a safe and efficient manner whilst in or about the depot.
 - Truck drivers under the influence or suspected of being under the influence of intoxicants, illegal narcotics or alcohol are not permitted on the site and if considered to be so by CCC's staff, will be refused entry and service.
 - Truck drivers are required to remain in their cabins whilst in the depot unless otherwise directed by CCC's staff. Any driver found walking around container stacks or in any other place other than approved places such as the Container Office will be ejected from the site, with or without being served, and may face further sanctions.
 - Any truck driver request to inspect containers for export before loading must be made to the Container Office staff and approved before moving to the loading point. Any container inspection must be undertaken at ground level.
 - Driver amenities are available adjacent to the Container Office.

- **Fatigue Management**
 - CTO's are required by law to ensure their drivers do not exceed their maximum regulated hours for driving and working. CCC's will assist in every way to notify CTO of current and possible delays at its site. These notifications will be sent via our "Message Alert System" which sends emails and SMS messages to registered users or delivered directly to the attending truck driver by CCC's staff.
 - All CTO's are responsible for managing their drivers' hours and CTO's must change over drivers who have worked their maximum number of hours. If the Container Transport Operator is unable to change drivers then the Container Transport Operator must withdraw and move the truck away from CCC's. The Container Transport Operator must not rely on CCC's to manage their driver fatigue.

2. Access to CCC's via the Truck Notification System

- CTO's access to CCC's is by pre transacted "Notification" through containerchain.com.
- CTO's will be required to have an active commercial account with Containerchain in order to pre transact "Notifications". To set up a commercial account with Containerchain go to www.containerchain.com and click on "Register".

- **Notification Times information**
 - Notification times will be in 30 minute windows.
 - Notifications will be made available 48 hours prior.

- **Returning an Empty Container**
 - All containers being returned to CCC's will require a "Container Return Advice" transaction to be completed by the CTO in Containerchain prior to the truck arriving at the site.

- All “Container Return Advice” containers being returned to CCC’s will require a “Notification” to be made by the CTO in Containerchain.com prior to the truck arriving at the site.
 - All “Notifications” will require the container truck registration number to be recorded by the CTO prior to the arrival of the truck at the site.
 - All containers received by CCC’s are deemed to be damaged until a full container survey has been completed to verify its true condition. Any damage identified to the container will be reported to the container operator/shipping line as per their instruction.
 - Any occurrence of a container being returned to CCC's and which is not Gated In by the Driver following CCC's container arrival procedure which requires the Driver reports to the Container Control Office upon arrival will result in the CTO be charged an additional \$50.00 administration fee to cover the costs of correctly identifying the containers origins and Owner.
 - Any containers incorrectly returned to CCC's will need to be collected by the CTO at their own expense
- **Picking Up an Empty Container**
 - All containers being collected from CCC’s will require a “Container Pick Up Advice” transaction to be completed by the CTO in containerchain.com prior to the truck arriving at the site.
 - All “Container Pick Up Advice” transactions will require a “Notification” to be made by the CTO in containerchain.com prior to the truck arriving at the site.
 - All “Notifications” will require the truck registration number to be recorded by the CTO prior to the truck arriving at the site.
 - CTO’s and truck drivers must ensure that the container they pick up on behalf of their customer fully meets the needs and requirements of their customer and their Notification by container size, type and grade.
 - All containers collected by the CTO/truck driver are deemed to have been accepted on behalf of their customer as “fit for purpose”. CCC’s will not be responsible for any charges related to the return of containers when the return of that container is for any other reason than damage that is assessed by CCC’s qualified Container Inspectors as having been sustained prior to the CTO/truck driver taking possession from CCC’s.
 - CTO’s and truck drivers are advised that CCC’s provide a safe truck parking area within its boundary where a truck driver can inspect the container(s) for their suitability prior to leaving the depot. Once the truck driver has departed the depot it is accepted that the containers are undamaged, suitable and fit for their intended purpose.
 - Any container removed from CCC's without a Container Notification and without the Driver following CCC's container pick up procedure which requires the Driver to report to the Container Control Office to book the container out will be charged an additional \$500.00 administration fee to cover the costs of correctly

identifying where the container has gone. The matter may also be treated as a theft from CCC's and reported to the Victorian Police.

- **Container Notification Fee**

- A Fee is applicable for each "Container Notification".
- Each "Notification" is for one container.
- The Container Notification Fee applicable at CCC's is:
 - \$7.00 per container for Mon-Fri Notifications before 5:00pm.
 - \$5.50 per container for Mon-Fri Notifications after 5:00pm and Saturday mornings.
 - Fees are excluding GST.
- The Container Fee will be reviewed annually and subject to CPI and business cost increases, whichever is greater.
- Thirty days' notice will be given for any changes to the Container Fee.
- Container Fees will be invoiced to CTO's by Containerchain.com

3. Truck Arrival Procedure with a valid Notification

- When a truck arrives at CCC's the driver will be required to quote either the "Notification Number" or their truck registration number to Container Control. This will activate the transaction in the site operating system. Upon verification of a valid Notification, the truck driver will then be directed to proceed into the site.
- If a truck arrives on time for a "Notification" they will gain entry. For reporting purposes, Containerchain will record the performance of the CTO in respect of that "Notification" as being "On Time".
- If a truck arrives no greater than 30 minutes early for a "Notification", on the same day of the "Notification", they will be allowed entry. However, Truck drivers should not:
 - Expect to be serviced ahead of a CTO that has arrived within their correct Notification period, and
 - Must ensure they do not cause queuing into the Somerville Rd/Whitehall St intersection as a result of their early arrival.
 - Trucks that arrive greater than 30 minutes early for a "Notification" must assess the appropriateness of their arrival in terms of current queue length and any obvious congestion and their likely impact thereon. Drivers that chose to join the queue may, at arrival at the Container Office, be directed to leave the depot and return at the appropriate time.

For reporting purposes, Containerchain will record the performance of the CTO in respect of that "Notification" as being "Early".

- If a truck arrives no greater than 30 minutes late for a "Notification", on the same day as the "Notification" the truck will be allowed entry. However, Truck drivers should not:
 - Expect to be serviced ahead of a CTO that has arrived within their correct Notification period, and
 - Must ensure they do not cause queuing into the Somerville Rd/Whitehall St intersection as a result of their late arrival.
 - Trucks that arrive greater than 30 minutes late for a "Notification" must assess the appropriateness of their arrival in terms of current queue length and any

obvious congestion and their likely impact thereon. Drivers that chose to join the queue may, at arrival at the Container Office, be directed to leave the depot and return at the appropriate time.

For reporting purposes, containerchain.com will record the performance of the CTO in respect of that "Notification" as being "Late".

- CCC's will review the outcomes of the Containerchain reporting relating to Early and Late arrivals and reserves the right to amend these procedure should CCC's determine it to be impacting negatively on its ability to perform.

4. Failure to Arrive for a valid 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 considered "Unutilised".
- "Unutilised Notifications" will be charged the "Container Fee".

5. Arrival Without a Notification

- If a truck arrives at CCC's without a "Notification" CCC's will not be able to service the truck.
- The Driver of a truck that has arrived without a "Notification" will be instructed to remove their vehicle from the queue and park in an appropriate place whilst they receive further instruction or procure a Notification, should one be available. CCC's will provided the Driver with the contact details of Containerchain so that they may either open an account and make a booking or use the Containerchain booking service.

6. Cancelled Notifications

- A "Notification" can be cancelled by a CTO up to 60 minutes 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.
- CCC's 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.

7. Dispute Resolution

- All disputes must be logged with Containerchain Help Desk for processing.
- If the intended container return or pick up from a "Notification" does not occur due to a contributing factor from CCC's, the CTO is required to log the issue with the Containerchain Help Desk within 60 minutes of the truck departing CCC's. This is to enable any potential invoice dispute regarding the "Notification" to be addressed.
- Disputes relating to Notification invoices must also be submitted to Containerchain Help Desk.

8. Liability and Indemnity

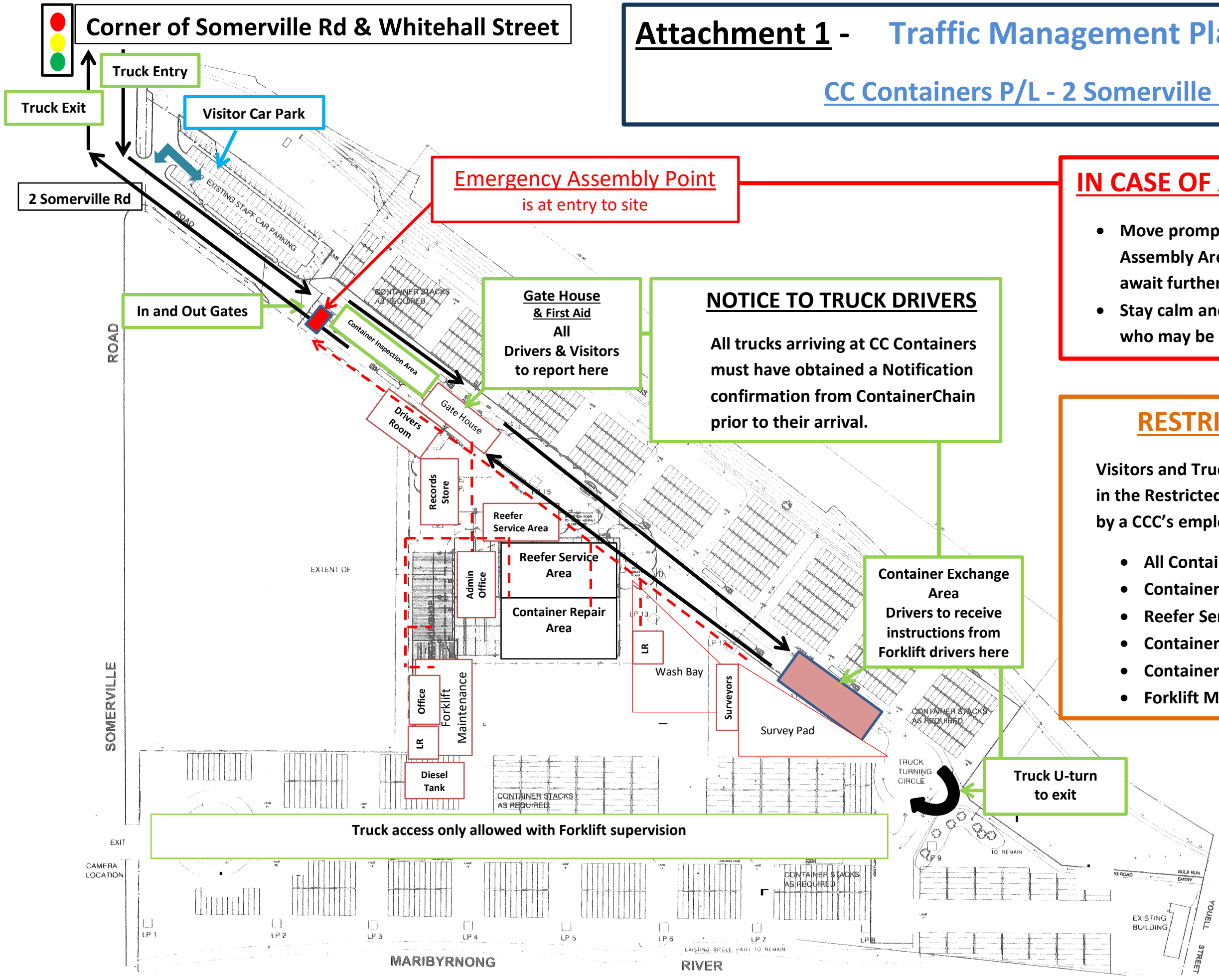
- The CTO must indemnify and keep indemnified CCC's in respect of any loss or damage or death or injury to any person as a consequence of:

- (a) any breach of this arrangement by the CTO, its drivers, agents or contractors;
- (b) any negligent act or omission or wilful misconduct of the CTO, its drivers, agents or contractors;
- (c) any damage to CCC's property where such damage is the fault of the CTO, its drivers, agents or contractors; and
- (d) as per section 2, Picking up an empty container, any costs associated with the rejection of containers by either the export packer or the CTO for reasons other than previous undetected and obvious damaged as assessed and accepted by CCC's IICL qualified container inspectors.

9. Alterations to these Container Transport Operator Access Arrangements

- CCC's reserves the right to amend the CTO Access Arrangements from time to time and amendments will be published on www.containerchain.com prior to implementation.

Attachment 1 - Traffic Management Plan for CC Containers P/L - 2 Somerville Rd, Footscray



Emergency Assembly Point
is at entry to site

Gate House & First Aid
All Drivers & Visitors to report here

NOTICE TO TRUCK DRIVERS
All trucks arriving at CC Containers must have obtained a Notification confirmation from ContainerChain prior to their arrival.

IN CASE OF AN EMERGENCY

- Move promptly to the Emergency Assembly Area at Front Gates and await further instruction.
- Stay calm and safe and assist anyone who may be in distress.

RESTRICTED AREAS

Visitors and Truck Drivers are not allowed in the Restricted Areas unless accompanied by a CCC's employee:

- All Container Stacking areas
- Container Repair areas
- Reefer Service areas
- Container Wash Bays
- Container Survey area
- Forklift Maintenance area

Container Exchange Area
Drivers to receive instructions from Forklift drivers here

Truck U-turn to exit

Truck access only allowed with Forklift supervision



TRAFFIC MANAGEMENT PLAN

• For Truck traffic

- All trucks will enter through the In-Gate and will select 1 of 3 lanes, dependent on their task.
 - Lane 1 & 2 – Container drop off or pick up
 - Lane 3 – approved Bulk Runs
- All trucks must observe the maximum speed limit of 15kph at all times.
- All trucks will stop at and report to the Gate House.
- All truck drivers must be wearing their HI Visibility safety vest before leaving their cabins. Trailer twist locks may be released and secured at the Gate-House.
- Truck drivers must follow all instructions as issued by CC Containers employees.
- Truck drivers will then proceed to the Container Exchange Area and receive instructions from the Forklift drivers.
- Truck drivers must not leave their cabin and must not enter any Restricted Area.
- Truck drivers may leave their cabins to inspect containers in Container Inspection Area.
- Once unloaded or loaded trucks will do a U-Turn and return to the Gate-House to exit.
 - Trucks not reloaded may proceed to exit.
 - Trucks picking up containers must report back to the Gate-House for documentation.
- Forklifts and pedestrians have right-of-way at all times in the depot.

• For Pedestrian traffic

- All visitors must walk on the designated walkways and stay clear of operating forklifts and trucks.
- Visitors must make clear eye contact with any truck or forklift driver and receive their acknowledgement before they proceed should their paths cross or come in close contact.
- All visitors must report to the Gate-House to receive further instruction and direction.
- Visitors are prohibited from entering any Restricted Area unless accompanied by a CC Containers employee.
- Visitors must wear a Hi Visibility vest whilst within the depot.

• For Forklifts

- Forklift drivers must not exceed the 15kph speed limit and exercise a defensive driving manner, e.g. give way unless indicated to proceed by the other driver.
- Forklift drivers must not lift containers over truck cabins.
- Forklift drivers are to exercise extreme care when driving, especially whilst reversing, and slow down when nearing each corner or any pedestrian traffic in the depot.

• Restricted Areas

- The following areas are deemed Restricted Areas and Truck Drivers must not enter:
 - Container Stacking rows
 - Container Repair areas
 - Container Wash Bay areas
 - Reefer Services areas
 - Container Survey area
 - Forklift Maintenance area