

## CARRIER ACCESS ARRANGEMENTS

### BOTANY INTERMODAL

SEPTEMBER 2019

**DP World Logistics Australia**  
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#### 1. Overview

DP World Logistics is committed to the highest principles and standards of safety, operational excellence, customer focus and continuous improvement.

#### 2. Site Safety Requirements

DP World Logistics 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 our 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 enclosed footwear
- 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)
- Drivers must be inducted prior to entering the park

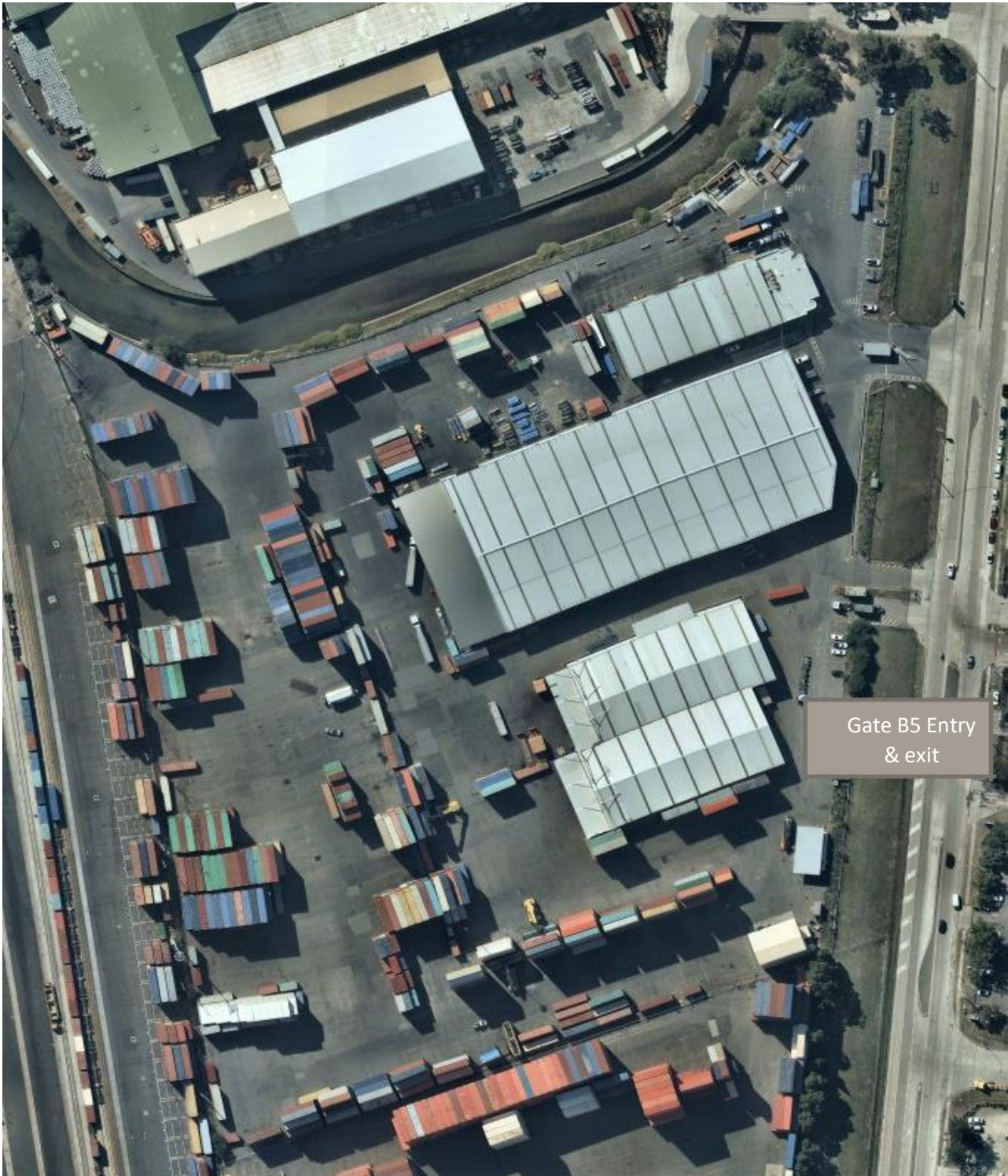
#### 4. Traffic Management

- Truck drivers must adhere to traffic flow and follow any internal traffic signs
- Trucks must give way to pedestrians
- Trucks must give way to all plant and machinery operating in the Intermodal facility
- Trucks must give way to trains operating in the Intermodal facility
- Pedestrians must use designated walkways at all times
- Maximum speed limit in the Intermodal facility is 20 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 Intermodal facility
- 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 Intermodal facility this is to be done in the designated pinning area
- 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 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 Intermodal facility
- Any plant or property damage must be reported immediately to the office
- All trucks must enter & exit Park 1 (1890 Botany Road) via gate B2 and enter & exit Park 2 (4 Bumborah Point Road) via gate B5
- No litter to be left in Intermodal facility and drivers are requested to use the appropriate receptacles
- All DP World Logistics property is to be respected
- All vehicles that enter DP World Logistics could be subject to inspection
- Drivers, visitors and contracts are subject to DP World Logistics drug & alcohol policy and maybe subjected to 'for cause' testing following an incident or hazard act being reported or random drug & alcohol testing as occurs from time to time

#### DP World Logistics – Park 1





## 5. Intermodal facility Access

- Container Transport Operator (CTO) access to DP World Logistics 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”

#### **Returning an Empty Container**

- All containers being returned to DP World Logistics 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 number is recorded by the CTO at the time the notification is made

#### **Picking Up an Empty Container**

- All containers being collected from DP World Logistics 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 number is recorded by the CTO at the time the notification is made

#### **Returning a Laden Container or Empty ISO Tank**

- All containers being delivered to DP World Logistics will require a “Container Notification” 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 mandatory that you select either “laden” or “empty” when making a notification for a drop off booking.
- It is a mandatory requirement for all notifications that the truck registration number is recorded by the CTO at the time the notification is made

#### **Picking Up a Laden Container or Empty ISO tank**

- All containers being collected from DP World Logistics 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 mandatory that you select either “laden” or “empty” when making a notification for a drop off booking.
- It is a mandatory requirement for all notifications that the truck registration number 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 working day
- Notifications for **Returning an Empty or Laden Container** are required to be made a minimum of 30 minutes prior to the commencement of the nominated notification window
- Notifications **Picking up an Empty or Laden Container** are required to be made a minimum of 2 hours prior to the commencement of the nominated notification window

### **7. Container Fees**

- A Container Fee is applicable for each “Notification”.
- The current Container Fee applicable for DP World Logistics Park 1 between Mon – Fri 0400hr and 1600hr is \$23.50 per container, from 1600hr to 0400hr the fee per container will be \$19.50.
- Park 2 “notifications” will be \$23.50 Mon – Fri.
- **Weekend “Notification” Fees will be \$29 by prior arrangement, for both Park 1 and 2.**
- Penalties for early/late arrivals will be implemented from 1 July 2018

- Notifications outside normal business hours will have to be pre-arranged with DP World Logistics management, notification rate for afterhours access will be at DP World Logistics' 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, DP World Logistics has an expectation that trucks will arrive during the nominated "Notification Window"
- When a truck driver arrives at DP World Logistics' 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. Truck drivers should ask for a site map if unsure of the Intermodal facility layout
- Drivers will need to provide a handover advice at the time of processing for any container **not** electronically pre- advised by the shipping Line (i.e. redirections)
- All trucks will be required to stop on exit for the Container Controller to verify that the right container has been loaded on the truck and complete the gate out process
- If a truck arrives at DP World Logistics more than 90 minutes prior to the start of the nominated "Notification Window", the carrier will incur an "Off Window Surcharge" of \$25.50 per booking
- If a truck arrives at DP World Logistics more than 60 minutes after the end of the nominated "Notification Window", the carrier will incur an "Off Window Surcharge" of \$25.50 per booking
- 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 "Unutilised"
- "Un-utilised Notifications" will be charged the "Container Fee"

## **10. Arrival Without a Notification**

If a truck arrives at DP World Logistics without a "Notification" it will be at the Intermodal Facility Managers/Supervisors discretion if the truck is serviced

## **11. Cancelled Notifications**

- A "Notification" can be cancelled by a CTO up to 2 hours 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
- DP World Logistics 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 CTO's ContainerChain account being suspended
- Reconnection of a suspended account will attract a reconnection fee of \$100.00 + GST

## **13. Dispute Resolution**

If a Notification is not serviced due to a contributing factor from DP World Logistics, the CTO is required to log the issue with the ContainerChain Support Team within 60 minutes of the truck departing DP World Logistics. 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 DP World Logistics 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 DP World Logistics 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 DP World Logistics, DP World Logistics 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 DP World Logistics;
- (b) Any negligent act or omission or wilful misconduct of DP World Logistics; and
- (c) Any damage to the carrier's property where such damage is the fault of DP World Logistics 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. DP World Logistics 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 DP World Logistics

## **16. Current Intermodal Facilities Normal Opening Hours**

Intermodal facility opening hours are subject to review and additional opening hours are subject to demand or individual CTO request.

**17. Alterations to these Carrier Access Arrangements**

- DP World Logistics reserves the right to alter these Carrier Access Arrangements with 30 days' notice
- CTO's will be advised of alterations to this arrangement by email and all alterations will be posted on the ContainerChain website