Overloading policy – Western Australia

OBJECTIVE

Bunge is committed to the safe carriage of grain by all transport companies who are engaged and/or managed by Bunge Grain Services (Bunbury) Pty Ltd.

To this end, Bunge understands that the loading of heavy vehicles is not always precise, especially in the cases of loading off farms and non-certified weighbridges.

However, taking this into account, Bunge takes overloading breaches very seriously and has a duty of care towards all contractors to achieve practical compliance within the Chain of Responsibility obligations for the safe loading of heavy vehicles.

Drivers of heavy vehicles carrying grain must ensure they are aware of and comply with all Chain of Responsibility requirements, including Heavy Vehicle Mass Management.

Bunge's policy for the management of heavy vehicle mass is outlined below.

DRIVER DECLARATION OF LEGAL MASS

The driver is responsible for determining the vehicle's legal mass limit and is required to declare the legal mass, configuration/combination and route undertaken.

The driver declares the legal mass of their vehicle at Bunge sites through the application of a mass limit code. These codes are linked to the legal mass of a specific type of vehicle configuration. The code is recorded on the weighbridge docket.

Drivers operating vehicles under programs allowing extra mass must carry a copy of the relevant AMMS permit or Government Gazette (in the case of HMMS) in the vehicle at all times as required by legislation. Failure to provide supporting evidence of a vehicle's extra mass entitlement will result in the treatment of the vehicle as operating at the standard legal axle limit (VRL).

NON-COMPLIANCE WITH LEGAL MASS

Overload breaches will be addressed in the following manner:

Accredited Mass Management Scheme (AMMS) - Excluding Harvest

Bunge have employed a single source contractor for all road movements (Linkris) outside of harvest. Without diminishing COR responsibility, Linkris will monitor the overload of any vehicle under their control as per their "Linkris Mass Management Plan". All overloads are reportable to Bunge on a regular basis via the monthly safety report.

Accredited Mass Management Scheme (AMMS) – During Harvest

A non-compliance breach (strike) is triggered for any overloading above the permitted extra mass specific for each Tier.

The Accredited Mass Management Scheme replaces the old CWMMS and CLBPS Schemes, and enables transporters to operate at higher mass limits with greater emphasis on correct loading techniques while off a registered weighbridge or other methods, provided that the operator can ensure accurate axle loading.

All transport operators delivering to a Bunge site, must ensure a copy of their AMMS Permit is carried at all times, and must be presented upon arrival to site if requested. Failure to present this permit when requested will lead to a vehicle being processed at the VRL.

It is the responsibility of the transporter and driver to ensure that a loading plan is in place and it is followed accordingly.

Bunge has the right to request the route information from the driver/carrier upon delivery to determine if roads used to deliver grain are sufficiently rated for the AMMS and RAV requirements. It is therefore the responsibility of the driver/carrier to ensure that all roads used to deliver grain and sufficiently rated.

Harvest Mass Management Scheme (HMMS) – Harvest Only

The HMMS has been developed to assist the grain industry to meet their legal obligations under the Road Traffic (Vehicles) Act.

Compliance of the scheme is set out in the "HMMS Business Rules".

Please refer to the Main Roads WA Harvest Mass Management Business Rules for more information.

Vehicle Regulation Limit (VRL or VSR)

A non-compliance breach (strike) is triggered for any overloading greater than the permitted statutory mass.

All instances of non-compliance or overloading are recorded by Bunge for its own internal monitoring purposes. Specific loading data information will be submitted to Main Roads upon request.

Vehicles that **DO NOT** operate under the AMMS or HMMS will be required to follow the VRL Mass Limits.

Refer to *BSWP606 – Mass Limit Chart* for the current season for further information relating to the legal mass limits of various combinations.

STRIKES SYSTEM

Accredited Mass Management Scheme (AMMS) - Excluding Harvest

Will be monitored and managed by Linkris as per their "Linkris Mass Management Plan".

Accredited Mass Management Scheme (AMMS) – During Harvest

When a vehicle is issued a "strike" for a non-compliance event, the principal carrier also will receive a notice and may be requested to provide an explanation to Bunge.

Where a vehicle receives **5 strikes for AMMS or VRL/VSR (Standard Mass Limit) breaches during the same harvest season**, Bunge can ban the vehicle from site, and will not be allowed back on site until Bunge reviews the current carriers Loading Plan and deems that the carrier is managing their Chain of Responsibility obligations correctly. In these cases, Bunge will also contact the loading agent to provide notification of the heavy mass breach.

Harvest Mass Management Scheme (HMMS) – Harvest Only

Strikes will be managed by MRWA as per the "HMMS Business Rules".

Where a driver receives **5 strikes for HMMS breaches in a season**, Main Roads will suspend the vehicle from the HMMS for the remainder of the season. In this case, the vehicle may still make grain deliveries for that season, but the permitted mass is limited to the standard legal axle limit (VRL or Main Roads permit limits) and the policy for the management of heavy vehicle mass will again be applicable.

Under HMMS, where review of loading data by Main Roads after the harvest shows that over 20% of a particular vehicle's loads during harvest were more than 7% above the legal (VSR) limit, then Main Roads may exclude that vehicle from HMMS for the following year due to poor loading behaviour. Note: a vehicle must complete more than 10 loads under HMMS before its loading data will be reviewed by Main Roads in relation to the mentioned exclusion.

Serious Breaches

For any **one-off serious breaches** under AMMS or HMMS, whereby overloading is **5% or greater above the permitted extra mass tolerance**, the vehicle may automatically be banned from Bunge sites until Bunge reviews the current carriers Loading Plan and deems that the carrier is managing their Chain of Responsibility obligations correctly.

FORFITURE OF OVERLOADED TONNES

Any load that is delivered to Bunge in excess of the HMMS tolerance or AMMS/VRL mass limits will be considered to be a non-compliant load, and the grower/carrier will be given a choice to either;

- Correct the load and re-present the vehicle.
- Forfeit the overloaded tonnes.

Bunge does not benefit from the forfeiture of grain, as the proceeds from the sale of grain are then forwarded on to a nominated charity of Bunge's choice.

Bunge has a duty of care under the Chain of Responsibility to ensure that all transport operators are abiding by the policies set out by Bunge and Main Roads WA.

IMPORTANT LINKS

HMMS and AMMS information, including HMMS Business rules: Refer to the Main Roads Western Australia website at www.mainroads.wa.gov.au

BSWP606 – Mass Limit Chart for the current season: www.bunge.com.au/agriculture/delivering-to-wa-sites/making-deliveries#driver-information