

BUNGE OVERLOADING POLICY – WESTERN AUSTRALIA

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BSWP601 BUNGE 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 in the table 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)

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

BSWP601 BUNGE OVERLOADING POLICY – WESTERN AUSTRALIA

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. Failure to present this permit will lead to a vehicle being processed at the VRL.

Any vehicle that breaches the AMMS permitted mass will receive a strike and the delivery noted with Main Roads WA.

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

Bunge will carry out random checks throughout the year to ensure all registered carriers are loading to their plan.

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 are sufficiently rated.

Harvest Mass Management Scheme (HMMS)

A non-compliance breach (strike) is triggered for any overloading above the Harvest Mass Management Scheme 10% tolerance.

Regarding HMMS, the scheme is valid only from October until end of February of each season in order to provide farmers with flexibility at harvest time in recognition of possible loading inaccuracy in the paddock.

The HMMS tolerance is based on the Vehicle Regulation Mass (VRL or VSR) and shall never exceed the vehicle's Safe Working Limit (also known as the GVM or GCM) irrespective of the tolerance or scheme the vehicle operates under. ***A strike will be registered where a vehicle exceeds its GVM or GCM.***

Principal operators and carriers should familiarise themselves with the Business Rules specific to HMMS as Main Roads monitor the Scheme rigorously through the registered Grain Receivers in Western Australia.

A copy of the Government Gazette will need to be carried by each operator when delivering under the scheme, and may be asked to produce it to Bunge staff. Random audits will be undertaken during harvest to ensure that the correct paperwork is carried.

Transport Operators must nominate their vehicles as operating under the AMMS or HMMS prior to harvest.

Vehicles can not operate under both during the harvest period. Once they are operating under the AMMS they cannot then operate under HMMS at a later date.

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 2018-2019* for further information relating to the legal mass limits of various combinations.

STRIKES SYSTEM

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 in a calendar year**, Bunge will 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.

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.

For any **one-off serious breaches** under AMMS, whereby overloading is **5% or greater above the permitted extra mass tolerance**, the vehicle will 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.

BSWP601 BUNGE OVERLOADING POLICY – WESTERN AUSTRALIA

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;

- Leave site and readjust the load
- 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 Business Rules

<https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/harvestmassmanagementscheme.aspx>

AMMS Information

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Permits/Pages/AMMS.aspx>

Bunge Harvest Delivery Information

<https://www.mainroads.wa.gov.au/UsingRoads/HVS/Pages/harvestmassmanagementscheme.aspx>

BSWP606 – Mass Limit Chart 2018-2019