

April 2014

Mandatory Weighing at Port Botany - A Case Study

PRESENTATION BY

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Chain of Responsibility - COR

All parties in the road transport supply chain responsible relative to:

- Mass
- Dimension
- Load restraint
- Speed
- Driver fatigue

Such parties including:

- Consignor/dispatcher, packer, loader, scheduler, consignee/receiver, manager, driver and operator

ALL must take steps to prevent breaches of the law

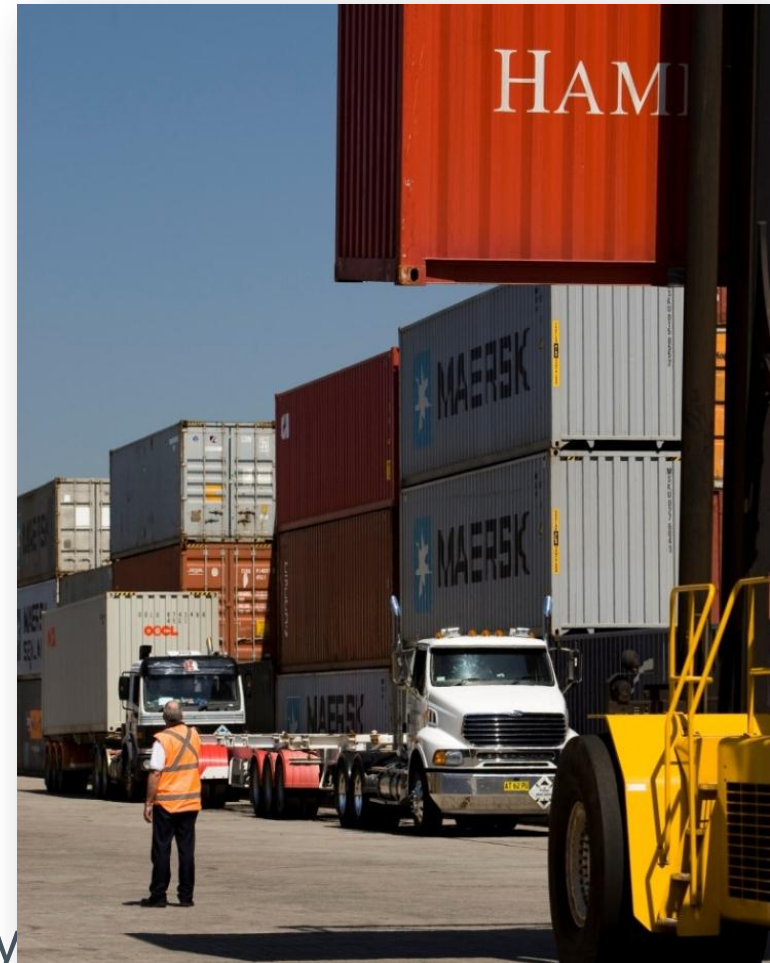


Road Enforcement Authority – RMS

Roads and Maritime Services look for triggers such as:

- Evidence of systemic and habitual breaches
- Evidence of continued unfair commercial advantage as a result of breaches
- Road accidents with risks/damage to safety and infrastructure
- Evidence of unreasonable demands and pressures on other parties in the supply chain to breach.

RMS considered this had occurred at Port Botany



Vehicle Enforcement Action

- 2009 – Improvement Notices

... stevedores – as a ‘Loader’ and their position in the ‘Chain of Responsibility’ (CoR) – to take appropriate action to prevent a breach of a mass requirement by vehicles they have loaded, pursuant to

The legislation does not provide for the role of an ‘Unloader’ for mass, dimension or load restraint – exports are excluded

- Substantial debate around potential delays at Terminals, accuracy and required action by parties on breach
- June/July 2012 –Weigh In Motion scales operational

Vehicle Enforcement Action

- Operation Asset – between August 2010 and March 2011
 - Three separate enforcement activities over 22 days

Vehicles Inspected	Weight Breaches Issued	Total Offences Detected
1538	184 (12%)	346 (22%)

Gross (Total) Weight Offences

Minor (<5%)	Substantial (5 to 20%)	Severe (>20%)
39 (3%)	38 (2%)	0

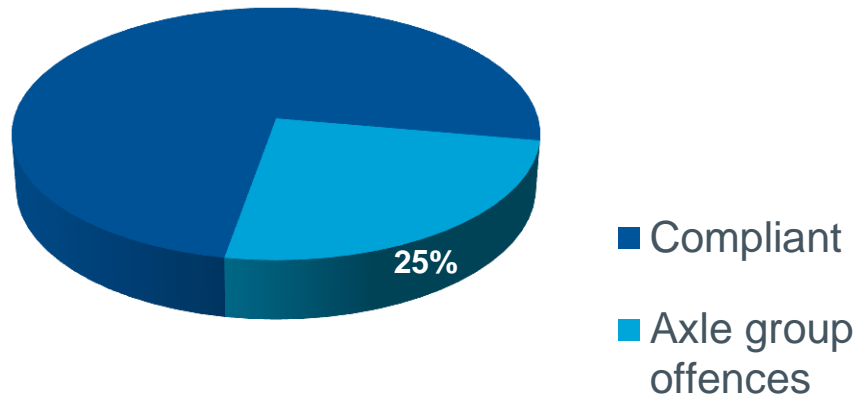
Axle Weight Offences

Minor (<5%)	Substantial (5 to 20%)	Severe (>20%)
91 (6%)	33 (7%)	28

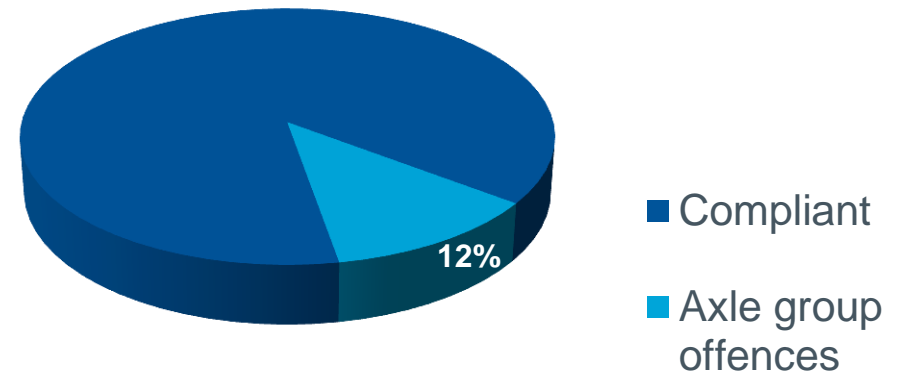
Weight Breaches

Axle Group Offences as % of Total Weighed

Prior to WIMs
Axle group offences as a % of total
vehicles weighed



March 2013
Combined Patrick & DPWorld
Axle group offences as a % of total vehicles
weighed

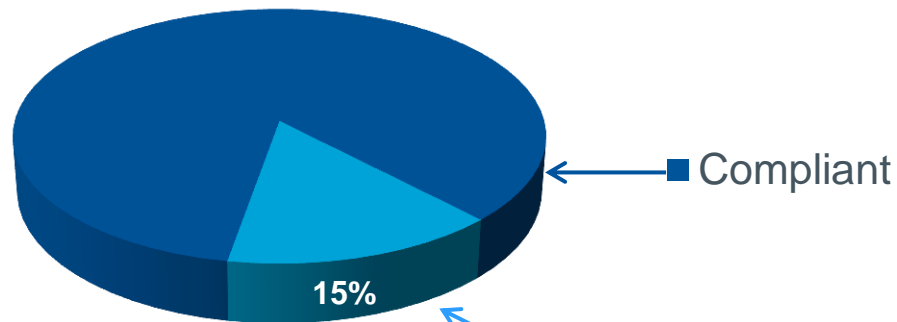


Container packing methods changed

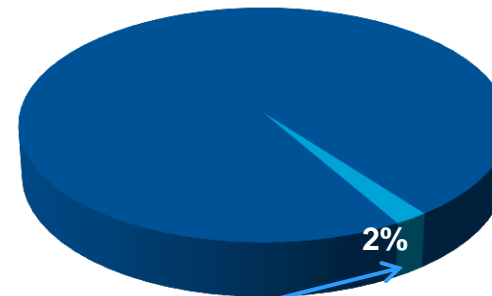
Weight Breaches

Gross Mass Offences as % of Total Weighed

Gross offences as a % of vehicles
inspected
Prior to installation of WIMs



March 2013
Combined Patrick & DPWorld
Gross offences as a % of total vehicles
weighed



Gross Offences

Further Enforcement

Operation Steel

- 4 separate operations over 9 days Aug 12 to July 2013
- 1,801 vehicles intercepted with 40% issued non-compliance notices
- Issues included:
 - Over mass and over dimension
 - Incorrectly loaded containers
 - Inadequately secured containers
 - Operator and vehicle issues



WIM Processes

- All trucks carrying full imports must weigh
- WIMs are configured to warn various over limits
- Depending on severity, trucks are directed to either:
 - Proceed as normal
 - Proceed to authorised Container Freight Station
 - Remain in Terminal for load rectification
- All drivers must retain the weigh ticket for enforcement officers



Weigh In Motion Data

DP World & SICTL

- Print out docket
- No breach – Green Light
- Minor 0 to +5% - Orange Light
- Substantial >5 to 20% - Orange
- Severe - >20% - Red Light

Severe remain in Terminal

Orange to CFS

Patrick

- Print out docket
- Driver determines based on HML / CML etc
- Severe remain in terminal for load removal
- Minor or substantial (up to 20%) proceed to CFS



DP World Terminal



DP World Terminal

- WIM pads weigh as the truck passes over them
- Imperative that trucks stay over them at all times
- Drivers can game play the weighing process



DP World Terminal

- Truck approaches kiosk
- Driver can view:
 - Total weight digital display
 - Traffic lights activated by weight





DP WORLD
Sydney

RETURN TICKET

BAT Nb.:

PB45

Tracking Co.: K28

Weight Status:

RED

Delivery Status:

RETURN TO YARD

Gross Weight:

5805 KG

Gross Weight Overload:

3000 KG

Axis Group Weights:

1 - Weight: 1770 KG
- Overload: 1000 KG
2 - Weight: 1635 KG
- Overload: 2000 KG
3 - Weight: 2400 KG
- Overload: 0 KG

Container:

TRIU6624603

RETURN TO 4W060G.2

Gross Weight: 6600.0 KG

Transaction Nb.: 536296

PLEASE PROCEED TO
THE ASSIGNED
POSITION FOR
DROP-OFF

Print Date: 29-Feb-2012 14:39:05

-----END-OF-TID-----



DP WORLD
Sydney

**FREIGHT STATION
TICKET**

BAT No.: 72C

MSIC number: OSC0070902
Trucking Co.: DSM

Weight Status:

YELLOW

Delivery Status:

ALL COMPLETED

Gross Weight:

40620 KG

Gross Weight Overload:

0 KG

Axle Group Weights:

- 1 - Weight: 8760 KG
- Overload: 0 KG
- 2 - Weight: 13880 KG
- Overload: 0 KG
- 3 - Weight: 20980 KG
- Overload: 980 KG

Container:

OOLU6126673

Gross Weight: 21500.0 KG
Transaction No.: 679679

**PLEASE PROCEED TO
THE LOCAL FREIGHT
STATION FOR LOAD
CORRECTION**

Print Date: 09-Jun-2012 12:52:04

-----END-OF-TID-----

**PLEASE PROCEED TO
THE EXIT GATE**

Print Date: 09-Jun-2012 11:53:32

-----END-OF-EIR-----

Patrick Stevedores Terminal



Patrick Terminal

4 x WIM scales



Patrick Terminal



Patrick Terminal

- Close barriers to reduce run-off
- Max speed 5 kph



Driver Directions

- Red light and directions back into Terminal only on >20% on gross weight
- Orange “Weigh Again” normally on excessive speed





WEIGHT CERTIFICATE

Date/Time: 01/04/2012 12:03
Truck Registration: ABC 123
GVM: 60 Tonnes
Axle Group 1: 18020 Kgs
Axle Group 2: 22140 Kgs
Axle Group 3: 24260 Kgs
Axle Group 4: 17860 Kgs

Move	2411170	Arrival	01/04/2012 11:30
Rego	ABC 123	Bat	998
		Carrier	PPSXX
		Key	3333020

Containers on Truck

PONU2221234 TRANSIT

Slot 1 Doors AFT Bkg Ref ??

ISO 2210 Documented Weight ??

ANNU1234888 IMPORT

ISO 4310 Documented Weight 28 tonnes

Slot 2 Doors FWD Bkg Ref 04113812

ANNU2345111 IMPORT

ISO 4310 Documented Weight 25 tonnes

Slot 3 Doors FWD Bkg Ref 04113567

It is the Truck Driver's responsibility to check the weight certificate and ensure that the truck loading is in compliance with relevant RTA regulations. Patrick will unload containers upon request from the truck driver and subject to Patrick's Standard Conditions of Contract.

All Services provided by the members of the Patrick Group are subject to Patrick's Standard Conditions of contract, a copy of which is available on request or may be viewed online at Patrick's website at <http://www.patrick.com.au/www/699/1001127/displayarticle/1001406.html>. Patrick's Standard Conditions of Contract exclude Patrick's liability in certain circumstances and include indemnities which benefit Patrick.

SICTL Terminal

2 x WIM Lanes



SICTL

Similar scales &
processes to DP World



SICTL – added benefits

Over height
detection (4.3m)





Brisbane Automated Fixed Weighbridge



Port of Brisbane includes vehicle photographs, registration as well as axle groups and gross weights

Roads authority WIM on access/egress roads to the Port



Lessons Learnt

- Adds no more than 3 minutes per truck trip
- Has reduced:
 - Overweight (total gross) trucks on road by 85%
 - Uneven loadings by 52%
- To tighten accuracy and enforcement, fixed bridge is desirable
- Over height warning/advice at all terminals
- Expect export containers next area of focus

Thank You

For more information visit www.sydneyports.com.au

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