

Truck Protocol



This protocol provides information for all carriers visiting LDC Upcountry and port Storage facilities. It details the process for obtaining a truck booking, what to expect upon arrival at site and all safety requirements on site.

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Document Control

Executive Owner	Implementation Officer	Last Review Date	Next Review Date
GM Operations	Terminal Manager	04/03/2026	04/03/2027
GM Operations	Country Operations Manager	04/03/2026	04/03/2027

1. Introduction

This protocol outlines the process for how road transport schedulers acquire time slot bookings for road deliveries out of up-country sites and into the Melbourne Port Terminal. This protocol also provides details regarding how trucks are processed through the site as well as the OHS considerations for drivers whilst on site and amenities which may be used whilst on site.

2. Truck Bookings

2.1 Obtaining access Up-country

Customers must contact LDC using au-go-customerservice@ldc.com to request site access. We ask that all access requests are submitted before Wednesday, the week prior to the loading week. LDC is open to requests after this date, but due to scheduling and labour planning, the chances of access will be greatly diminished.

For access to be granted, you will need to have the following information ready:

- The site the access is requested at;
- Grade and season of the commodity owned, along with the minimum specification required;
- Tonnage; and
- The requested days you require access.

Once access has been granted, an order will need to be raised in LDC's service centre. Once this order has been raised, the reference number will need to be emailed to AU-GO-CustomerService@ldc.com for final approval.

If you do not have access, or are having issues with accessing the service centre then please contact AU-GO-CustomerService@ldc.com for assistance.

2.2 Allocating Bookings

MPT: All grain truck deliveries and outturns must be booked. The bookings are allocated to individual trucks which enables schedulers and drivers to accurately plan truck movements into Melbourne Port Terminal and review for compliance.

Upcountry: All customers must have a booking, or a load-time agreed with the site manager.

1. Carriers and growers must contact the site that the grain will be out turned from by phone or email to request that slots be opened on the service center. See below table of contents. Requests must be before noon the day prior to loading. Once they have been opened, it is advised that you try to book time slots as early as possible to avoid missing out on your required slots.

Please note dates and times approved for access are subject to change due to weather events and other unforeseen events. While LDC will make all reasonable efforts to notify the drivers in the event that access isn't possible, it is recommended that the drivers re-confirm their booking the day of outturn.

2. A carrier can request that slots are opened by either calling or emailing LDC on:

Site	Booking representative	Phone Number	Email Address
Ardlethan	Caillan	0488 668 272	caillan.whybro@ldc.com
Coolamon	Luke	0455 346 216	luke.brabander@ldc.com
Goolgowi	Travis	0428 460 431	travis.milligan@ldc.com
The Rock	Hayden	0498 491 536	hayden.huebner@ldc.com
Elmore	Wade	0438 113 228	wade.cotchin@ldc.com
Woorinen	Matt	0428 935 298	matt.poyner-ext@ldc.com
Nullawil	Kayde	0429 416 160	Kayde.Coote@ldc.com
Telford	Jay	0420 997 201	jay.palmer@ldc.com
Kyalite	Shane	0439 461 242	Shane.OMeara@ldc.com
Moree	Abbie	0429 652 617	Abbie.Gray@ldc.com
MPT	Sheridan	03 9680 6222	AU-GO-Trucks@ldc.com

2.3 Scheduling Bookings

The time taken to process individual trucks depends on factors such as:

- Sampling/ classification requirements
- Location of stocks
- Export shipping requirements
- Special customer instruction
- Awaiting instructions for problem loads
- Chain of Responsibility considerations

LDC will take into account these factors when determining the length of booking slots that will be allocated for individual orders.

2.4 Obtaining a booking

1. Carriers and growers must have a booked slot to deliver to port.

Growers can book slots online at Grainmate.

Carriers can book slots online at the carrier portal.

Instructions can be found at <https://www.ldc.com/au/wp-content/uploads/sites/18/Truck-Booking-Work-Instruction.pdf>

For MPT,

If the carrier / grower does not have a login or cannot book online, they can email booking requests to Email AU-GO-Trucks@ldc.com

Requests for bookings should preferably be submitted via email by Wednesday 10am for the entire following week to ensure the trucks get the preferred slots.

If carrier / grower needs assistance to book or need help changing a booking, they can call Truck bookings on 03 9680 6222

For upcountry sites,

you can email AU-GO-CustomerService@ldc.com if you need any clarification or help with bookings.

2. When contacting truck bookings or the site via email or phone you will need to have the following information ready:
 - LDC movement order number
 - Day/Time preferred
 - Tonnes per load
 - Truck Registration number
 - Driver Name
 - Driver Phone number
 - Any specific comments that the site staff need to know relating to the delivery.
3. LDC will issue the carrier/grower with booking numbers for each individual slot that is booked. Booking numbers will be communicated via email to the party requesting bookings.
4. Time slot changes may only be requested by the party who requested the original time slot.

3. Arrival at the terminal, MPT

3.1 Arrival time

Drivers may enter the terminal no earlier than 30 minutes prior to their booking slot. Drivers accessing the terminal are advised to assess their work and rest hours prior to arriving. Drivers are not to arrive on site if they don't have enough work hours to legally unload.

3.2 Details required on arrival.

Drivers must have the following information available on arrival to the terminal:

- LDC unique 6 digit booking number (provided when timeslots are booked);
- Site to Site deliveries must have their outturn docket;

If drivers are unable to provide the required information, they will be asked to leave the line until the information can be obtained.

3.3 Smart Scales Operating System

LDC operates an automated system to record details of each load throughout the weighing,

grain testing and dumping process. The instructions are detailed in Appendix A.

The process for each booking is:

- Obtain a smart scales RFID swipe card on the side of the Kiosk from the container.
- Enter the unique booking number at the inbound weighbridge kiosk and add the additional details required on screen.
- Scan the swipe card to record details of the load throughout the process (inbound weighbridge, grain classification, dumping station and the outbound weighbridge).
- Drivers will be provided with an SMS at the outbound weighbridge which details relevant information on the load. A hard copy of the delivery is also available.

3.4 Late Arrivals

LDC will manage late arrivals to minimise any impact on other on-time scheduled trucks.

Trucks which arrive more than 30 minutes after their allocated slot may be turned away and asked to re-book. A late delivery may not be able to be received for up to 2 days, so being on time is important. If you arrive more than 30 minutes either side of your time slot, your booking number at the inbound kiosk will not work. Please contact the sample stand via the intercom or UHF24 to assist.

3.5 Terminal Delays

LDC may experience delays from time to time which may impact the processing of trucks and the time slot schedule.

In the event of a significant delay LDC may:

- Provide updates to drivers who are currently on site.
- Send an email or SMS to scheduling agents, growers or carriers;
- Contact scheduling agents, growers or carriers via phone.

LDC will provide an update on the type of delay and the expected duration of the delay. LDC may request future bookings to be pushed back to allow the Terminal to process the back log of trucks on site.

3.6 Quality Inspections

LDC tests the quality of all incoming loads to ensure that the grain meets grade specification. If loads do not meet the required specification, we will liaise with the owner of the grain and await further instructions. If the following nil tolerance contaminants are identified, the load will be automatically rejected:

- Pickling Compounds
- Live Grain insects
- Significant levels of dead grain insects
- Animal matter (Carcasses / droppings)

- Glass, Concrete, Metal or Fertiliser

Trucks and trailers are inspected to ensure that there is no objectionable material that may contaminate the grain. If trucks present with contaminants on their trailer, they may be rejected.

All incoming loads undertake a phosphine gas level test at the time of sampling. Should a level of 0.3ppm or greater be detected the load will be rejected and be required to re-book a time slot. Re-testing can earliest be scheduled 1 hour after rejection.

Loads with Phosphine readings greater than 0.3ppm - minimum 1hr prior to re-testing

Quality issues at the sample stand will cause delays whilst clarification from the owner is requested. Fatigue management is to be controlled by the carrier.

4. Arrival at Up-country sites

4.1 Arrival time

3. Drivers may enter the site no earlier than 30 minutes prior to their booking slot unless they have prior permission from the site. Carriers will need to ensure that the trucks arrive 30 minutes either side of their agreed timeslot arranged with the site manager. In the event that this window will be missed, the driver needs to contact the site manager advising ETA. The site manager will advise whether an early / late booking will be allowed, or whether a new booking must be made. If the driver does not contact the site, the booking will be listed as a 'No Show' and the carrier will need to rebook the truck. No booking will be carried over into the following day. Timeslots that were previously booked and are no longer required are to be cancelled as soon as possible.

4.2 Details required on arrival

Drivers must have the following information available on arrival to the site:

- LDC allocated booking number

If drivers are unable to provide the required information, they will be asked to leave the line until the information can be obtained. Please note that the customers reference number will not be accepted.

4.3 Site Delays

LDC may experience delays from time to time which may impact the processing of trucks and the time slot schedule. In the event of a delay, LDC may:

- Provide updates to drivers who are currently on site;
- Send an email or SMS to scheduling agents, growers or carriers;
- Contact scheduling agents' growers or carriers via phone.

LDC will provide an update on the type of delay, as well as the expected duration. LDC may request that future bookings to be pushed back to allow the site to process the back log of trucks. Note that delays may

also impact the driver's working hours and prevent a load from being delivered.

If a driver is delayed on the way to a LDC site, it is recommended that schedulers notify LDC in advance. LDC will where possible re-book delayed trucks.

5. Travelling between up-country sites and MPT

1. When booking slots carriers and customers must take into account the most reasonable and lawful time frame to move grain from LDC sites to their destination. Carriers and drivers remain responsible to meeting delivery times and compliance. Carriers travelling from upcountry grain sites to Melbourne Port Terminal can use the Route Planner Tool from NHVR to help planning their journey. [NHVL Route Planner](#)

6. Operational Requirements

6.1 Operating Hours

Unless otherwise agreed in writing with the Client, the standard hours at LDC Up-country sites are normally 7:30am to 3:00pm on a working day, and are subject to change without notice, at the complete discretion of LDC.

6.2 Grain Loss or Spillage

If grain spills from the carrier's vehicle, either inside or outside a company facility, the Client, and/or their carrier is responsible for effecting immediate clean-up. Failure to do so will result in cleanup costs being charged to the Carrier.

6.3 Vehicles

Drivers are prohibited from climbing on their trucks, chains are required on tailgates and tarps are to be fully rolled back for sampling. Vehicles must be maintained in a road worthy condition according to local state requirements.

Vehicles must be in a clean condition, free of any material, insect, or contaminant that could adversely affect the grain. In the event that LDC staff determine that the vehicle is not adequately clean, an NCR against the carrier will be raised, and the client acknowledges that LDC may refuse to load the vehicle. Any costs associated with this will be borne by the Client and/or carrier.

The below Prior Loads Matrix details vehicles carting bulk grain (food), feed-based products and dry bulk materials handled by LDC Logistics.

<p align="center">Class 1 - Haulage Exclusion List - No Approved Cleaning Method</p> <p align="center">If any of the following products have been carried the vehicle or trailers cannot be used for the transportation of bulk grain products must be declined.</p>
Animal waste or litter, soil containing animal manure (peat) or dead stock
Sludge from sewerage plants treating waste or gray water
Corrosive materials including packaging used for these materials
Glass, any products
Mammalian protein, Meat, Meat & Bone Meal
Radioactive Materials; radioactive dirt/sand, x-ray waste, uranium
Metal includes metal flakes and metal products
Solid Urban Waste: Household waste
Toxic Materials (Asbestos) and packaging used for these materials
Untreated food waste from eateries
Materials contaminated with salmonella or other pathogens
Other materials as determined by the parties
<p align="center">Class 2 - Haulage Contamination Sensitive List</p> <p align="center">Cleaning Requirement: High Pressure Water Wash with Sanitizer and/or Steam</p>
Asphalt - fresh and rubble
Seed treated with toxic dressing e.g. pickled grain
Granulated Fertiliser with chemicals such as fungicides (Flutiafol) e.g. intake
Fruit and Vegetables
Mulch, composts, potting mix, green plant material
Coal and coal products
Products infested with any insects or animal life
Mineral clays which have been used for detoxification purposes
Medical stock feeds
Milk and milk products, gelatine, amino acids, dicalcium phosphate, dried plasma and any other blood products
Nut products and sesame seeds
Seaweed or any product of seaweed
Materials with strong odour that can be absorbed by grain products
Sulphur
Tallow; Rendered form of beef or mutton fat processed from suet
Hides treated with tanning substances and associated waste
Treated Wood Products
<p align="center">Class 3 - Haulage Contamination Sensitive List</p> <p align="center">Cleaning Requirement: Blown out, Swept or Washed as Required</p>
Sand gravel and soil used for gardening or building purposes, i.e. road base, sand lime, gypsum
Untreated Fertilisers e.g. Super phosphates
All untreated cereal grains, pulses, oil seeds, other plant seeds etc.
Bark chips, wood chips, saw dust not chemically treated
Salt

7. Occupational Health and Safety

7.1 Working Respectfully

LDC is committed to ensuring that its employees, contractors, and visitors are treated respectfully in the workplace. LDC will not tolerate any abusive, offensive, or violent behaviour whilst on site. Any such incidents will be referred to Site Management and may result in the offending person being asked to leave site and potentially being banned permanently.

7.2 Fit to Enter Site

LDC's country sites and MPT are zero drug & alcohol sites. All employees, drivers, third parties and contractors are expected to be unimpaired by drugs, either legal or illicit, or alcohol whilst at an LDC site.

Should anyone appear to be impaired, LDC may request the individual undertake an independent drug and alcohol assessment on site. This would be conducted by LDC's preferred drug and alcohol tester.

7.3 Fatigue Management

It is expected that all employees, contractors, third parties and visitors are in a fit state to be on the LDC site. Should a person appear to be fatigued, LDC may request details of their working day which may include a driving logbook or speaking with their Management. Drivers of heavy vehicles must adhere to the NHVR work and rest hour requirements under standard hours, unless accredited for fatigue management. Click [here](#) to view standard hours.

7.4 Speed Limit

Unless otherwise sign posted, the speed limit is 15kmph. Vehicles travelling in excess of the speed limit on site increase the risk of an accident with other vehicles, plant or people which are on site.

Drivers must always comply with the speed limit. Failure to comply with the speed limit may result in disciplinary action..

7.5 Site Safety

LDC is committed to providing a safe place of work for its employees, contractors, visitors and suppliers.

1. PPE is to be worn at all times without exception:
 - Steel capped footwear
 - High visibility top
 - Safety glasses
 - Hard hat in designated signposted areas
2. Smoking is only permitted in the 1 designated area of the terminal which is situated at the rear of the main office building near the snack machines;
3. Smoking is prohibited in the confines of the driver's vehicle whilst on site at LDC;
4. Drivers are to follow all reasonable directions from the Site or Terminal staff;
5. When unloading grain at MPT in Road Hopper 1, trucks wheels must be chocked prior to unloading trailer/s;
6. Drivers are to conduct themselves in an orderly and professional manner;
7. All incidents, whether they be injuries, near misses, or property damage are to be reported immediately to onsite staff;
8. Basic first aid equipment is available on site if required, please speak to onsite staff;
9. Passengers over the age of 18 of a vehicle who accompany a truck driver are subject to the same rules as the truck driver.

7.6 Persons under 18 years old & Pets

LDC is committed to providing a safe environment for persons entering all LDC sites. We understand that at times, passengers do accompany truck drivers on their journey to the site, including persons under the age of 18. The following conditions will apply to guardians and persons under the age of 18.

1. Guardians of persons under the age of 18 should avoid the need for them to leave their vehicle whilst on site by planning ahead prior to arriving at site.
2. Guardians of persons under the age of 18 must seek approval from the manager of the site for the person under their care to leave the driver's vehicle for any reason, including toilet breaks or a rest break. LDC staff will determine the necessary controls which may include having one of our staff escort the guardian and the person under 18 years of age.
3. Guardians of persons under 18 years of age must not request an LDC employee to take responsibility for the person under their care at any time.

4. All persons exiting a vehicle must wear the mandatory site PPE including steel capped footwear, high visibility top, safety glasses and a hard hat. Persons under the age of 18 must be escorted back to their guardian's vehicle as soon as possible. Drivers and dependants must use the designated walkways to and from their destination.

We understand that at times, pets accompany truck drivers on their journey to LDC sites. Due to our strict biosecurity and exporting licence requirements, pets will not be permitted to leave a vehicle unless in the event of an emergency site evacuation. In the unlikely event of a site evacuation, all pets must be restrained and remain with the owner at all times.

7.7 Emergency Evacuation Procedure

LDC has a structured evacuation procedure in the event of an emergency. All personnel on site are to comply with all reasonable requests from LDC staff to ensure their own safety and the safety of others.

5. An evacuation is initiated through the loudspeaker system at MPT;
6. Drivers are to follow all instructions and directives from the LDC staff members;
7. Drivers must not attempt to leave the terminal by vehicle as road access for emergency vehicles is vital;
8. Drivers are to assemble at the instructed Emergency Assembly Areas shown in Appendix B, and wait for further instructions;
9. Drivers are to wait for the all clear before re-entering the confines of the LDC terminal.

7.8 Compliance

LDC is committed to providing a safe place of work for its employees, contractors, visitors and suppliers. All parties entering an LDC site must comply with the OHS requirements in this document whilst on site. Contravention of these requirements may result in restrictive access to LDC facilities.

7.9 Fumigation Products

The incorrect or incomplete disposal of fumigation products from grain delivery trucks is considered a high risk at LDC. Fumigation products in grain delivery trucks pose a high risk to LDC employees and contractors.

Trucks found to be carrying fumigation products either before or after tipping its load will result in the truck being banned from LDC facilities.

8. Quality and Outturn Defect Claims

8.1 Quality Variances

LDC will conduct testing on grain out turned in accordance with its published procedures and Receival standards. These can be found at [Downloads || Louis Dreyfus Company](#)

Testing conducted on a sample is indicative of the quality of grain, it is not determinative of the quality of all of the grain delivered. As testing is conducted on samples only, and not on the whole quantity of the grain out turned, some variation in test results between LDC' outturn test and the test taken on receipt at the destination is not abnormal.

Accordingly, the client accepts the following variances between the LDC testing on the out turned grain and that conducted at the destination.

- Up to and including a +/- 0.3% variation in protein
- Up to and including a +/- 1.0% variation in screenings
- Up to and including a +/- 15% variation in in the falling number or rapid visco analyser
- Presence of bin burnt / storage mould affected grains of up to and including 1 grain per litre averaged over the entire delivery
- Presence of contaminants of up to and including 0.01% by weight
- Phosphine gas level measured above the surface of the load up to and including 0.3ppm

8.2 Quality Claim Procedure

The Client must notify LDC immediately on becoming aware of an outturn defect claim; and confirm the claim in writing within 24 hours of the grain being received at the Client's delivery location or within 2 clear business days of the outturn date whichever occurs first.

Outturn defect claims must include:

- A full description of the quality parameters that are the subject of the claim.
- Details of the sampling methodology and equipment used to draw a representative sample.
- Details of the method used by the Client to determine the quality of the grain, and which must be in all respects consistent with the LDC sampling and testing methodology.
- Details of the test equipment used by the Client to establish their claim.

LDC will retain a sample from every load out turned as a reference in the case of a quality dispute. Analysis of the Outturn Sample and comparison of the test results against LDC's outturn obligations as described in this agreement shall provide final resolution of any claim.

In the event that LDC is not able to provide the site sample, then the Client must provide a sample to LDC for testing. The sample must be a representative sample drawn using the same methodology as used and published by LDC.

Unless otherwise agreed in writing with the Client, LDC will not be liable to the Client for any claims or loss including in relation to any alleged or actual variation in standard or grain quality where:

- LDC has loaded the grain and tested the grain using LDC's sampling methodology and the load, so the sampled and tested grain has met LDC's obligation for outturn quality; or
- The variation in quality or standard of grain has not resulted in the downgrading of the grain from the grade to which the grain was classified on receipt by LDC; or
- LDC has received and loaded the grain in accordance with the Receipt Standards or other minimum receipt specification and sampling methodology agreed in writing between LDC and the Client under the agreement; or
- The Client has requested LDC to blend two or more grades of grain into one grade of grain and the blended grain is at least the same quality of the lower grade as tested by LDC.

8.3 Phosphine Claim Procedure

A Client making a claim on LDC relating to phosphine gas levels in outturned grain must notify LDC immediately upon becoming aware of the claim and confirm the claim in writing within 2 business days of the initial notification. The written notification must include:

- A full description of the testing methodology used to test the load(s); and
- Calibration records for the gas testing instrument demonstrating that the equipment is maintained and calibrated in accordance with the manufacturer's recommendations.

8.4 Client Obligations

In order to make a valid claim of variation from quality, the Client must:

- Take all reasonable steps to mitigate all actual or projected losses;
- Advise LDC immediately of suspected downgraded grain, cease discharging suspected loads, and allow LDC to inspect suspected downgraded grain; and
- Allow LDC every possible opportunity to mitigate all actual or potential losses, including following the reasonable directions of LDC; and
- Inform LDC of any potential claim which it has against LDC in respect of downgraded grain received by the Client within 2 business days of receiving the grain; and
- Provide LDC with a sample of the downgraded grain subject to the claim, obtained as directed by LDC; and
- Allow LDC to test this sample and compare this sample with the outturn sample retained by LDC from the LDC storage.

If the Client does not comply with any of the above requirements, LDC may reject that claim.

8.5 Quality Remedies

If the Outturn Standards are not met, any claims by the Client against LDC in respect of downgraded grain will be dealt with in accordance with these Protocols and the Storage and Handling Agreement executed by both the Client and LDC. LDC may, at its discretion, mitigate or satisfy any claim in respect of downgraded grain by: Averaging the quality parameters of the downgraded grain with other rail or road trucks out loaded to the Client on that day and / or outturn order, provided that the averaged quality meets the outturn standards as agreed between LDC and the Client and / or

- Blending a sufficient quantity of other grain so as to restore the grain to the agreed outturn standards; and / or
- Substituting (at LDC's expense) other grain of the same type of the required grade and quantity; and / or
- Retaining the downgraded grain and providing for the claim as part of the outturn adjustment (refer to applicable clause in S&H agreement)

LDC will endeavour to outturn grain where the phosphine level does not exceed 0.3ppm, on average, in the work area above and around the load. The Client acknowledges that LDC is not liable for any costs or losses that the Client may incur that are associated with venting of the grain where LDC has issued a clearance certificate in accordance with LDC's standard procedures.

8.6 Quality Remedies

Any compensation payable by LDC to the Client will be limited to $C = T \times (MV1 - MV2)$

Where

C = compensation payable

T = quantity of grain downgraded (tonnes)

MV1 = fair market value of grain of the pre downgrading

MV2 = fair market value of downgraded grain

Any compensation payable by LDC will be limited in accordance with the Storage and Handling Agreement executed by both the Client and LDC.

9. Amenities

9.1 Refreshments

Drivers have access to the terminal's amenities during operating hours. Tea and coffee is available in the drivers hut at the rear of the main admin building. Drivers' toilets are also located at the rear of the main admin building. Truck drivers who are seen to be abusing these facilities will be excluded from using these facilities.

9.2 Truck Parking Areas

LDC MPT does not provide a truck parking lot but will continue to keep drivers and customers informed about parking issues around the terminal as the information comes to hand. Our country sites offer limited truck parking areas for overnight parking, please contact the Site Manager for more information on specific areas and site access.

Appendix A – Smart Scales Process



S1

HELP Radio Frequency - 24Mhz
STATION 1 - COLLECT RFID CARD

Collect an RFID card from the basket underneath the inbound weighbridge.

S2

STATION 2 - KIOSK
Before entering the inbound weighbridge.

STOP.
Touch the screen and enter your booking number, contact Sample Stand on UHF 24 if assistance is required. Continue to fill in required data on the kiosk screen.

SCAN THE RFID CARD
Use the RFID card when requested to link it to your delivery.

CONFIRM YOUR DELIVERY

S3

STATION 3 - INBOUND WEIGHBRIDGE
Before driving onto the weighbridge scan your RFID card, once the lights turn green please proceed onto the weighbridge.

On weighbridge, the weights will settle and you need to confirm the gross weight on the touch screen.

S4

STATION 4 - SAMPLE STAND
Pull truck cab to window of Sample stand and turn off engine while load is being automatically sampled and assessed. You will be requested to go to RH1 or RH2 and receive a confirming docket paper.

S5

STATION 5 - RECEIVAL HOPPER
Exit your truck to scan the RFID card at the correct receival hopper, the light will go green when the hopper is ready to be used. The grade is visible on the screen above the receival hopper entrance.

Site	Test Type	Test Result
MLB	Tare Weight	76.00
MLB	Protein	18.00
MLB	Moisture	6.00
MLB	Colour	5.00
MLB	Retention	1.50
MLB	Screenings	1.50

S6

STATION 6 - OUTBOUND WEIGHBRIDGE
Before driving onto the weighbridge scan your RFID card, once the light turn green please proceed onto the weighbridge.

On the weighbridge, the weights will settle and you need to confirm the tare weight on the touch screen.

TICKET
Once weight is confirmed the transaction is complete and your ticket will be printed.

RFID CARD RETURN
Please place the RFID card in the slot for the next truck to use.

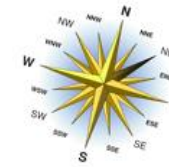
Thank you for visiting MPT.

Appendix B – Site Maps



Melbourne Port Terminal

Site Map



MPT Traffic & Emergency Plan A3 v4.7_03032026