

Partnering for Safety

The CBH Road
Transport Experience

October 2023



CBH Group overview

CBH operates across the grain value chain from fertiliser to storage, handling, transport, marketing and processing



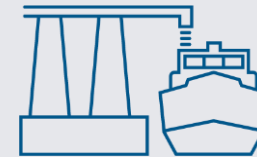
~3,500 members
established in
1933 by WA grain
growers



1,200 employees
plus ~2,000
casuals during
harvest



+\$1 billion
capital expenditure
& maintenance
spend in last 5
years



16.7 million tonnes
exported in FY22
largest grain exporter
in Australia



~\$9 billion
annual grain export
value

The CBH network stops without trucks

Key information

- In 2023, over 7 million tonnes have moved around the CBH network via road
 - This equates to over 10.5 million km's travelled
- We see ~250 trucks involved in the CBH network on a daily basis and up to 400 at our peak
- 6 Primary contractors but many sub-contractors





Record harvests have also delivered other records

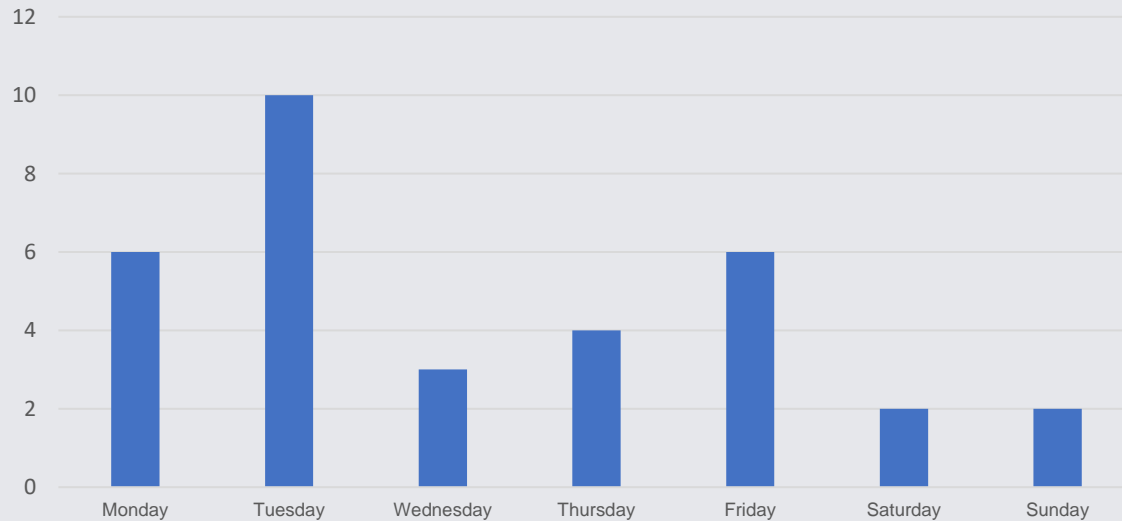
The impact of COVID

- Since January 2022
 - **30+ truck and/or trailer roll overs on public roads**
- Combined with COVID and a bigger task from the record harvests, the experience levels have dramatically changed
 - COVID changed how traffic flows around the state and changed how we sourced labour

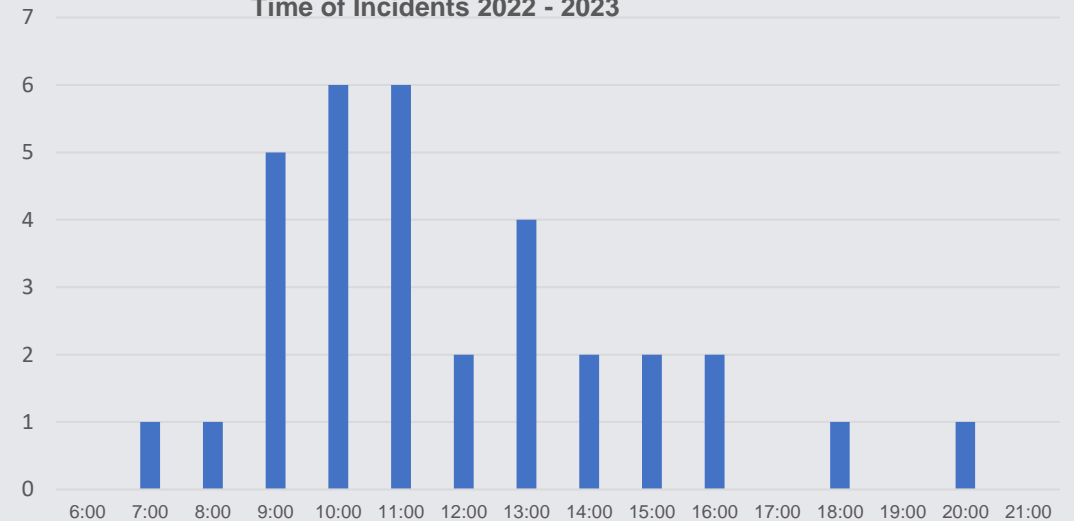
What contributes to our incidents?

- Based on the day of the week and the time of the day, fatigue appears to not be the main contributor.
- Work was undertaken in the last 2 years to streamline the road task to attract more drivers into the network (meaning shorter hauls)
- Most CBH sites outload between 7am & 5pm, 6 days per week

Day of the Week - Incidents between 2022 - 2023



Time of Incidents 2022 - 2023



Other drivers

The general public

- COVID and lockdown contributed heavily to changing the behaviours of the general public
 - More people staying in WA
 - More caravans
 - More people on regional WA roads

Image: Mt Barker –

Caravan collided with truck (Albany Port Zone)



Different equipment

- With a peak of 400+ trucks on the road each day, there were a number of instances where equipment problems presented:
 - Faulty tailgates / no pressure bars
 - Ram/hoist failures
 - Ring feeder failures



Road Conditions

- Road conditions across the state presented significant challenges
- A number of our principal contractors utilised systems to notify their fleet of changed road conditions



Driver error & lack of experience

- With ~400 trucks active in the network at our daily peak, there was a noticeable change in driver competency
- Working with our principal partners, we identified that while some drivers have the qualifications to drive a truck type, they did not always have the experience to combine this with regional WA roads and carrying grain.



CBH Next Steps

- With our road transport partners, CBH has agreed on a number of actions to improve safety outcomes
 - Utilising technology
 - Closer subcontractor management
 - More in-field compliance checks
 - Improved scheduling practices
 - Continue to escalate road conditions
 - Continue to educate the public



