



PRIMARY CONNECT

PART OF THE WOOLWORTHS GROUP



Description of Operations for Wyong RDC

Version 3.2

Reviewers List

Name	Position	Role	Date
Don Yeaman	Head of Supply Chain Development - TC	Reviewer	
Rebecca Kyle	Senior Project Manager	Reviewer	
Andrew Hollander	Development Manager	Reviewer	
Peter Hodson	Transport Strategy & Design Manager	Reviewer	
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Shane Willis	Systems Manager- Wyong RDC	Reviewer	
Robert Dent	Transport Manager -Wyang RDC	Reviewer	

1. Project Overview

The objective of this project is to support the Supermarkets business growth strategy while optimising the NSW Chilled and Fresh network.

- Wyong RDC was commissioned in 2005 and there has been no further significant capital investment in the facility.
- The onsite Temperature Control (TC) facilities are unable to support the business range expansion strategy of 750+ SKU's. It is currently range constrained.
- The onsite Ambient facilities are unable to support the 90/10 volume ranging / volume strategy. It is currently range constrained.
- Wyong DC operates older technology ripening rooms that are unable to provide safe, low energy and consistent ripening quality of the new TTI technology rooms.
- Wyong cannot support avocado ripening.

Our response to the current Supply Chain and broader business requirement is the following proposal;

- 7,038 sqm TC expansion proving new ripening room technology and capacity to support business range projection 2)
- 14,190 sqm ambient expansion to support business volume and range growth 3)
- A new Returns Transfer Facility (RTF), truck maintenance and truck wash improvements
- With a planned go-live date of January 2024, subject to internal 'Corporate Advisory Services' and 'Board Approval'.

The DC will be a single level, manual site.

This project is aligned with the Supply Chain strategy to provide "E2E value and benefit realisation and Radically revise fresh" and is seeking approval by the Woolworths Board.

All figures and operational processes have been prepared on the basis of current 'work practices' being applied to anticipated 'Year 2033 Employment Forecasts'.

Project Benefits

The new Ambient and temperature controlled expansion will deliver a number of benefits for our stores and customers, including:

- Increased range and range flexibility to support the customer first strategy
- Decreased out of stock issues
- Improved cold chain integrity improving quality and freshness of products; reduced shrinkage
- Reduced lead time with fewer touch points and enhanced capability to support flow-through activity increasing freshness and reducing supply costs
- Greater capacity supporting promotional stock builds, on shelf availability and peak demand
- Reduced transport movements
- Greater capacity to support business growth
- New and improved ripening rooms
- Fit for purpose store returns handling including cardboard
- Onsite truck wash, refueling and maintenance facilities, decreasing impact of operations

Site Main Shift Patterns:

Shift Name	Start Time	End Time
Day Shift	05:00	13:00
Afternoon Shift	13:00	21:00
Night Shift	21:00	05:00

2. CAR PARKING

Parking Requirement:

Workforce Mix		FY22	FY33
Male / Female Workforce Mix			
75%	Male	492	507
35%	Female	230	237
Shift/ Headcount			
49%	Day Shift	319	329
36%	Afternoon Shift	236	244
15%	Night Shift	101	104
Lunch Room Seating			
2	Number of Sittings		
70%	Day Shift Eating Together	112	116
Carparking			
90%	Day Shift Driving	288	297
90%	Afternoon Shift Driving	213	220
50%	Truck Maintenance - (ASSUME A 50 / 50 Split Day & Arvo)	2	2
50%	Truck Wash - (ASSUME A 50 / 50 Split Day & Arvo)	2	2
	Security	5	5
	Accessible Parking	6	6
	Hygiene	3	3
	Canteen	2	2
	Visitors	5	5
	Truck Drivers	55	60
Carpark Capacity		454	471
			75% Shift Overlap

90% Car-Parking Demand - We assume that through car-pooling and the use of public transport that we will only need to provide 90% of the anticipated building population at shift change with a car parking space.

75% Shift Overlap - Shifts run a staggered start to limit the number of people entering / exiting the site during the main shift changeover period (usually an hour either side) - this amounts to an 75% overlap of staff between the main day and afternoon shifts and a peak car park requirement of 471 spaces in FY33.

This strategy for staggered shift change-over means:

- Better car-park functionality
- Off-set meal breaks (for team lunch-room & canteen operations)
- Improves continuity of operations at the dock-faces & within the warehouse.
- Social distancing benefits through all utility areas.
- Ability to work-with team members for one-off &/or specific shift-time needs.

Car Parking (Seasonal Peaks) - The aforementioned numbers are for 'Average Weeks'. During Christmas and Easter Seasonal Peaks staff numbers will increase, and team shifts extended to deal with the increased volume. The current car park capacity is 485 spaces.

3. TRANSPORT OPERATIONS

Transport Operations are broken into 3 separate components:

- a. Primary Freight
- b. Secondary Freight
- c. Returns and Waste Management

A. Primary Freight

Primary Freight describes all deliveries of goods to the Distribution Centre. This also includes 'line haul' trucks working within the Woolworths Distribution Network. 'Line haul' operations include trucks that are moving from our Brisbane and Melbourne 'Meat Processing' facilities and the National Chilled Network of Distribution Centres.

Processing of Primary Freight

All trucks have rigid delivery windows for arriving at the DC. Some inter-state trucks may arrive significantly ahead of or behind the scheduled programme, and some wait time can occur.

- The trucks are given a dock by electronic signal (SMS).
- They proceed to and reverse onto the designated dock. At this time the trucks would usually switch off the engine on the Prime Mover, however the 'refrigeration' on the Trailer would continue to operate for temperature-controlled loads.
- The rear of the truck is opened and the product is checked for temperature and quality.
- Once the temperature and quality of the product is confirmed, the drivers are able to switch off the 'refrigeration' if applicable. This process on average would take less than 10 minutes.
- The trailers are then unloaded. The unloading process for each trailer takes approximately 1 hour, with multiple trucks being unloaded concurrently.
- Upon completion of the unloading process the truck then departs via the common exit.

B. Secondary Fleet

The Secondary Trucking Fleet is made up of two truck types:

1. Semi Trailer - 13m to 19m (plus Prime Mover)
2. 12.5m Rigid Truck

During the day the Trailers are loaded and allocated to prime-movers progressively for delivery to store.

Secondary Fleet Trailers - Processing

Trailers and Rigid Trucks are being progressively prepared for dispatch:

- When the trucks are in fridge mode they are either being brought down to temperature requirements, being loaded, or in a holding position awaiting dispatch.
- Trailers and the 12.5m Rigid Truck Fleet are managed internally with 'Yard Tug Operations'. Yard Tugs will move trailers from the 'Returns Area' and 'Trailer Parking' trailer storage areas to docks for loading as required.
- The rigid trucks and trailers are loaded with electric pallet trolleys.

Secondary Fleet Trailer Handling - Yard Tug

- This site will have 3 Yard Tugs (2 TOLL, 1 Primary Connect).
- The yard tugs should be equipped with variable broadband reversing alarms when possible, which deliver a noticeable reduction in noise emission.

The Yard Tugs will continue to operate generally in a clockwise direction shuttling the trailers from unloading (store returns), cleaning, refueling, loading, and holding positions. Generally the yard tugs are restricted to 20km/hour because of the site safety requirements.

Secondary Fleet - Prime Mover Operations

- Prime Movers may be parked on site at times when not in use.
- Drivers arrive at the campus by their own transport means, and are allocated a trailer, with pick-up location and destination.
- Trailers are collected from the allocated position and depart the site via the main exit.

- Upon return from the store, drivers drop the trailer to a designated location and either proceed to park the Prime Mover or move immediately to collect their next allocated trailer requiring dispatch.

C. RETURNS AND WASTE MANAGEMENT

Waste

All cardboard, plastics and putrescible waste will be managed via the western waste collection area. Waste collection vehicles will be allocated to normal business hours, beginning around 8am through to 10pm. All waste trucks will enter via the main green fleet truck Entry off Woolworths Way and exit via the north western gatehouse back onto Warren Road.

We anticipate no more than 3 waste collection vehicle movements on any given day.

Returns

Woolworths has a constant programme for recycling Australian & ⅔ pallets, Produce Crates, Milk Crates, Meat Crates, Beverage Trays and Display Pallets known as Unit Load Devices (ULD). All returns are received either direct to the dedicated Returns Transfer Facility (RTF) docks on returning store trailers, or via the Dispatch Docks and transferred to the RTF.

Pallets and other ULD are sorted into uniform stacks within the RTF and de-hired back to the vendor via consolidated collections. These are typically collected by Chep, Loscam, and other vendors during normal business hours. ⅔ pallets are re-used throughout the DC for outbound store orders and will be transferred internally to pallet corrals for picking.

4. Freight Movements

Preliminary Transport Modelling suggests that inbound and out-bound traffic movements will be split as per **Annexure A**.

5. Other Site Operations

Trailer Maintenance Operations

Trailer Maintenance Operations are limited to the regular servicing of the Woolworths Trailers. All Prime Mover and 12.5m Rigid Truck Servicing is conducted off-site.

Operating Hours for the Trailer Servicing Precinct - 7:00AM to 5:00PM Monday to Friday.

Truck & Trailer Wash Facilities

Manual Washing Facilities are maintained for the regular cleaning of the Woolworths prime mover and trailer fleet.

Operating Hours for the Truck Wash Facility is - 7:00AM to 5:00PM Sunday, Monday, & Wednesday

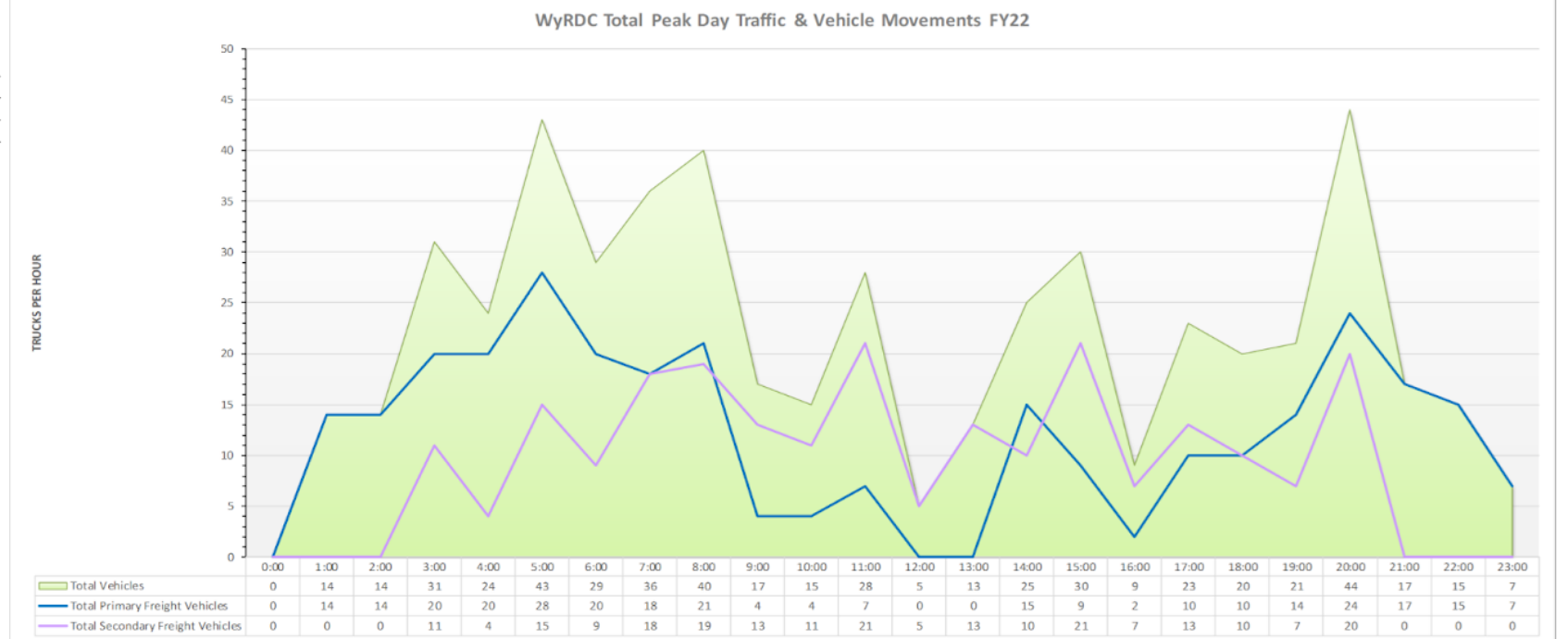
ANNEXURE A - Anticipated Site Truck Movements by Hour

The figures below include incremental annual growth in volumes from present volumes, based on current materials handling technologies and processes.

Year 2022

WyRDC Total Peak Day Traffic & Vehicle Movements FY22																								
OPERATIONAL HOURS	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Primary Freight B-Doubles	0	3	3	4	4	6	3	2	2	0	0	2	0	0	5	3	0	2	3	3	6	4	3	0
Primary Freight Semi-Trailers	0	11	11	16	16	22	17	16	19	4	4	5	0	0	10	6	2	8	7	11	18	13	12	7
Total Primary Freight Vehicles	0	14	14	20	20	28	20	18	21	4	4	7	0	0	15	9	2	10	10	14	24	17	15	7
Total Primary Freight Trailers	0	17	17	24	24	34	23	20	23	4	4	9	0	0	20	12	2	12	13	17	30	21	18	7
Secondary Freight B-Doubles	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	1	0	1	1	0	0	0
Secondary Freight Semi-Trailers	0	0	0	11	4	14	8	17	18	12	10	20	4	12	9	20	7	12	10	6	19	0	0	0
Total Secondary Freight Vehicles	0	0	0	11	4	15	9	18	19	13	11	21	5	13	10	21	7	13	10	7	20	0	0	0
Total Secondary Freight Trailers	0	0	0	11	4	16	10	19	20	14	12	22	6	14	11	22	7	14	10	8	21	0	0	0
Total Vehicles	0	14	14	31	24	43	29	36	40	17	15	28	5	13	25	30	9	23	20	21	44	17	15	7
Total B-Double Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Trailer Parking	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
Total Chevron	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18

Primary Freight B-Doubles	58
Primary Freight Semi-Trailers	235
Secondary Freight B-Doubles	14
Secondary Freight Semi-Trailers	213
Daily Truck Movements	520



Year 2033

WyRDC Total Peak Day Traffic & Vehicle Movements FY33																								
OPERATIONAL HOURS	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Primary Freight B-Doubles	0	3	3	5	5	7	3	2	2	0	0	2	0	0	5	3	0	2	3	3	7	5	4	0
Primary Freight Semi-Trailers	0	12	12	18	18	23	17	16	17	4	4	4	0	0	10	7	2	7	8	11	18	14	13	6
Total Primary Freight Vehicles	0	15	15	23	23	30	20	18	19	4	4	6	0	0	15	10	2	9	11	14	25	19	17	6
Total Primary Freight Trailers	0	18	18	28	28	37	23	20	21	4	4	8	0	0	20	13	2	11	14	17	32	24	21	6
Secondary Freight B-Doubles	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	1	0	1	1	0	0	0
Secondary Freight Semi-Trailers	0	0	0	9	4	17	8	12	20	16	9	25	5	13	8	22	7	13	8	6	18	0	0	0
Total Secondary Freight Vehicles	0	0	0	9	4	18	9	13	21	17	10	26	6	14	9	23	7	14	8	7	19	0	0	0
Total Secondary Freight Trailers	0	0	0	9	4	19	10	14	22	18	11	27	7	15	10	24	7	15	8	8	20	0	0	0
Total Vehicles	0	15	15	32	27	48	29	31	40	21	14	32	6	14	24	33	9	23	19	21	44	19	17	6
Total B-Double Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Trailer Parking	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99	99
Total Chevron	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18

Primary Freight B-Doubles	64
Primary Freight Semi-Trailers	241
Secondary Freight B-Doubles	14
Secondary Freight Semi-Trailers	220
Daily Truck Movements	539

