

Attachment 1

Published Port Terminal Rules

[Draft]

Port Terminal Rules

1 Definitions

In these Port Terminal Rules:

- (a) **Assembly Window** is defined in rule 6.5(b)(vi).
- (b) **Arrived** means the time at which a vessel arrives at the waiting area designated from time to time by the relevant port authority for the Port Terminal Facility (whether or not it sets anchor) and is ready to proceed to berthing. Arrives and Arrival have a corresponding meaning.
- (c) **Capacity** means the Port Terminal Services capacity of a Port Terminal Facility during periods other than the Harvest Period.
- (d) **Customer** means a customer of CBH, other than a User, who uses the Port Terminal Facilities.
- (e) **EOI** is defined in rule 6.2(a).
- (f) **EOI Period** is defined in rule 6.2(a).
- (g) **ETA** means the estimated time of Arrival.
- (h) **Export Accumulation Queue Policy** means the policy prescribed in rules 6.5 to 6.6.
- (i) **Forecast Submission Period** means [insert] to [insert] within each Year.
- (j) **Grade** has the meaning given to it in the Standard Terms.
- (k) **Grain Entitlement** has the meaning given to it in the Standard Terms.
- (l) **Harvest Period** has the meaning given to it in the Standard Terms.
- (m) **Harvest Period EOI** is defined in rule 5.2(a)(ii).
- (n) **Harvest Capacity** means the Port Terminal Services capacity of a Port Terminal Facility during the Harvest Period.
- (o) **Port Terminal Service Charges** means the charges payable by an User for Port Terminal Services provided by the Port Operator under an Access Agreement.
- (p) **Product** means all grains, pulses, oil seeds or other commodities or materials handled by the Port Operator through the Port Terminal Facilities.
- (q) **Shipping Window** means a period of between 14 and 16 days within which a User or Customer may nominate a vessel to arrive at a Port Terminal Facility for loading of a cargo.

- (r) **TBA** means to be advised.
- (s) **User** means a User as defined in the Undertaking, and any other party who is entitled to receive services from the Port Operator in relation to the Port Terminal Facilities.
- (t) **Year** means 1 November to 31 October.
- (u) Other defined terms have the meanings given to them in the Undertaking, unless the context otherwise requires.
- (v) Reference to a **rule** is a reference to a rule contained within these Port Terminal Rules schedule.

2 Objects

The primary objects of these Rules are to:

- (a) ensure all Users are provided with access to Port Terminal Services in a fair, equitable and transparent manner;
- (b) ensure that the periods for booking Shipping Windows for Users and Customers are aligned;
- (c) achieve and maintain the optimum operational efficiency of the Product supply chain and the Port Terminal Facilities, by maximising the throughput of Products and minimising demurrage at the Port Terminal Facilities over a given period; and
- (d) ensure compliance by Users and the Port Operator with their respective obligations under the provisions of the Port Terminal Rules.

3 User's General Obligations

- (a) The Port Operator must discharge its obligations under these Port Terminal Rules in accordance with the terms of its Access Agreements, and subject to the Port Operator's obligations under the Undertaking.
- (b) Upon request, a Users must provide the Port Operator with relevant and accurate information in a timely manner.

4 Port Terminal Services Forecast

In each Year, within the Forecast Submission Period each User must submit to the Port Operator a forecast of the User's Port Terminal Services requirement for the current Year, including the following details:

- (a) anticipated gross tonnage of Bulk Wheat; and
- (b) anticipated shipment plan.

5 Harvest Period Port Terminal Services

5.1 Overview

During the Harvest Period, the Port Operator is required to ship Bulk Wheat (and certain other commodities) in order to ensure that the Port Operator's storage and handling system can continue to function efficiently, and that the Port Terminal Facilities are not blocked by unshipped commodities.

5.2 Booking process

- (a) From 15 September until 14 October in each Year, or such other period as the Port Operator may publish from time to time:
 - (i) the Port Operator will allow Users to book shipping during the Harvest Period and thereby secure access to Port Terminal Facilities for Bulk Wheat export accumulation and export capacity in advance of obtaining Grain Entitlements; and
 - (ii) Users should provide the Port Operator with their expressions of interest to export Bulk Wheat cargoes during the Harvest Period from a nominated Port Terminal Facility (**Harvest Period EOI**).
- (b) Where multiple Users provide Harvest Period EOIs for mutually exclusive Harvest Capacity, the Port Operator will allocate the Harvest Capacity in a manner that is consistent with **clause 6.4** of the Undertaking and the objectives set out in **clause 2** of the Undertaking.
- (c) Without limiting **rule 5.2(b)**, in determining the allocation of Harvest Capacity (including the allocation of mutually exclusive Harvest Capacity), the Port Operator may without limitation have regard to:
 - (i) the relevant Users' shipping history, including their ship loading efficiency; and
 - (ii) the efficient operation of the relevant Port Terminal Facility; and
 - (iii) the Port Operator's Bulk Wheat storage network.
- (d) The Port Operator may accept all or part of a Harvest Period EOI before 16 October in each Year, or such later date as the Port Operator may publish from time to time, in which case:
 - (i) the Port Operator will give notice of that acceptance to the User;
 - (ii) the User must enter into the Harvest Period Port Terminal Services contract with the Port Operator on or before 24 October in the relevant Year;
 - (iii) simultaneous with its execution of the Harvest Period Port Terminal Services contract, the User must pay the Port Operator \$[insert] per tonne of Bulk Wheat in respect of which the User will receive Port Terminal Services under the Harvest Period Port Terminal Services contract, with such payment being non-refundable; and

- (iv) subject to **rule 5.2(g)**, the Port Operator must provide Port Terminal Services in accordance with the Harvest Period Port Terminal Services contract within the shipping window for the relevant Port Terminal Facility prescribed in **rule 5.3**.
- (e) If the User executes a Harvest Period Port Terminal Services contract and the User fails to ship all of the Bulk Wheat that is the subject of the contract, the User shall forfeit the deposit paid under **rule 5.2(d)(iii)** in respect of the Bulk Wheat that was not shipped.
- (f) After a Harvest Period Port Terminal Services contract is executed, the User must give the Port Operator the vessel nomination and handling instruction details described in **rule 6.3(b)** no later than 22 days before the first day of the vessel's Laycan.
- (g) The Port Operator's obligation under **rule 5.2(d)(iv)** is subject to:
 - (i) the User executing the Harvest Period Port Terminal Services contract in accordance with **rule 5.2(d)(ii)**;
 - (ii) the User delivering the relevant Grain Entitlement for the Bulk Wheat that is the subject of the Harvest Period Port Terminal Services contract;
 - (iii) the User complying with the notice requirements under **rule 5.2(f)**; and
 - (iv) the Arrival of the User's nominated vessel, and that vessel passing survey within the shipping window for the relevant Port Terminal Facility prescribed in **rule 5.3**.
- (h) If the matters prescribed in **rules 5.2(g)(i) to 5.2(g)(iv)** are satisfied, the Port Operator must provide the Port Terminal Services to the User in priority to Users who apply for Port Terminal Services under **rule 6**.

5.3 Harvest Period export windows¹

- (a) Geraldton Port export window: 8 November to 20 December.
- (b) Kwinana Port export window: 20 November to 7 January.
- (c) Albany Port export window: 25 November to 10 January.
- (d) Esperance Port export window: 25 November to 10 January.

5.4 Trading Harvest Period contract entitlements

- (a) If a User does not expect to accumulate sufficient Grain Entitlement for any booked Port Terminal Services under their Harvest Period Port Terminal Services contract then:
 - (i) not less than seven days prior to the start of the Laycan for the User's vessel nominated under **rule 5.2(f)** and with the consent of the Port Operator (which must not be unreasonably withheld), the User may transfer its Port Terminal Services entitlement under the

¹ These dates are subject to seasonal adjustment.

Harvest Period Port Terminal Services contract to a licensed and reputable Bulk Wheat exporter provided that either:

- (A) the User has agreed to sell to the transferee the Bulk Wheat that the User has accumulated at the Port Terminal Facility; or
 - (B) the User has made arrangements to outload any Bulk Wheat accumulated at the Port Terminal Facility, and pay the relevant outloading charge, and there is sufficient time for the transferee to accumulate sufficient Bulk Wheat in the assembly window (as may be modified with the consent of the Port Operator, such consent not to be unreasonably withheld);
- (ii) the transferee of the entitlement must comply with this **rule 5**, and in particular the transferring User's vessel nomination under **rule 5.2(f)**; and
 - (iii) the User transferring the entitlement must pay the Port Operator an administration fee of a \$0.10 per tonne of Bulk Wheat that is the subject of the Harvest Period Port Terminal Services contract.

6 Standard Shipping

6.1 Overview

In addition to applying for Harvest Period Capacity, a User may apply under this **rule 6** for Port Terminal Services during time times other than the Harvest Period.

6.2 Booking Process

- (a) Shipping Windows from the Port Terminal Facilities are allocated by the application of an expressions of interest (**EOI**) process. Under this process the Port Operator advertises dates between which it will seek EOIs from Users for the provision of Port Terminal Services during a particular period (**EOI Period**). At the close of each advertised period, the Port Operator will assess all EOIs received and allocate Capacity for the relevant period.
- (b) Where multiple Users provide EOIs for mutually exclusive Capacity during the EOI Period, the Port Operator will allocate the Capacity in a manner that is consistent with **clause 6.4** of the Undertaking and the objectives set out in **clause 2** of the Undertaking.
- (c) Without limiting **rule 6.2(b)**, in determining the allocation of Capacity (including the allocation of mutually exclusive Capacity during an EOI Period), the Port Operator may without limitation have regard to:
 - (i) the relevant Users' shipping history, including their ship loading efficiency; and
 - (ii) the efficient operation of the:

- (A) relevant Port Terminal Facility; and
 - (B) the Port Operator's Bulk Wheat storage network.
- (d) The Port Operator may accept all or part of an EOI by the commencement of the EOI Period, in which case:
 - (i) the Port Operator will give notice of that acceptance to the User;
 - (ii) within five days of receiving the notice of acceptance, the User must pay the Port Operator \$[insert] per tonne of Bulk Wheat in respect of which the User will receive the Port Terminal Services, with such payment being non-refundable; and
 - (iii) the Port Operator must provide Port Terminal Services in accordance with the Access Agreement and the accepted EOI.

6.3 Standard Shipping Process

(a) Shipping Notification

Following receipt of a notice from the User of an intended shipment within a Shipping Window allocated in accordance with clause 6.2, the Port Operator must allocate the User a shipping date in accordance with the Export Accumulation Queue Policy.

(b) Vessel Nomination

When providing notice of an intended shipment, Users must provide the following vessel nomination and handling instruction details:

- (i) maximum nominated tonnage (including Master's discretion);
- (ii) destination details;
- (iii) product description (wheat type and other characteristics);
- (iv) IMO number;
- (v) ETA;
- (vi) discharge port;
- (vii) shipping agency;
- (viii) vessel part loading;
- (ix) de-ballasting requirements;
- (x) ship loading sequence plan;
- (xi) vessel details (including beam, Arrival and departure drafts, dry-weight, vessel type / class, hold and hatch details, net and gross capacities);
- (xii) cargo details (including batch reference, load tolerance range, total load tonnage);
- (xiii) stevedore details;
- (xiv) vessel name; and

(xv) contract reference number.

(c) Pre-delivery testing

The User must coordinate the collection and delivery to the Port Operator of pre-delivery samples and the Port Operator must coordinate the testing of pre-delivery samples from the User, prior to the delivery of Bulk Wheat to the Port Terminal Facilities, so as to:

- (i) confirm the grain type and other characteristics of the Bulk Wheat to be delivered;
- (ii) check for the presence of chemicals and other contaminants; and
- (iii) check for the presence of insect activity and live insects,

to minimise the risk of cross contamination whilst the Bulk Wheat is held by the Port Operator at the Port Terminal Facilities.

(d) Deliveries by road and rail

- (i) Deliveries of Bulk Wheat to a Port Terminal Facility for export must be made by road or rail, subject to the capabilities of the Port Terminal Facility to receive such deliveries.
- (ii) Where deliveries are made by road, all loads must comply with the requirements of the Heavy Vehicle Mass Management Scheme.

(e) Sampling

- (i) The Port Operator will sample Bulk Wheat delivered at the Port Terminal Facility, using Port Operator Sampling Facilities operated by personnel of the Port Operator who will:

- (A) visually inspect the Bulk Wheat for obvious signs of contaminants as it exits the vehicles; and
- (B) sample the Bulk Wheat unloaded into the grid as it is elevated on the way to storage,

and in all cases, the Port Operator will provide the User with a record of the results of the sampling.

- (ii) The purpose of the sampling of loads of Bulk Wheat is to:
 - (A) confirm the wheat type and other characteristics of the wheat to be delivered;
 - (B) check for the visible evidence of chemicals and other contaminants; and
 - (C) check for the visible evidence of insect activity and live insects,

to minimise the risk of cross contamination whilst the wheat is held by the Port Operator at the Port Terminal Facilities.

(f) Unloading

Subject to rule 8:

- (i) the Port Operator will provide access to the Port Terminal Facilities to road vehicles and rail vehicles (where such facilities exist at the Port Terminal Facilities) for the purpose of Users unloading deliveries of Bulk Wheat from the vehicles, for Bulk Wheat export accumulation;
- (ii) access to the Port Terminal Facilities for unloading Bulk Wheat will be provided by way of:
 - (A) road or rail vehicle access (where such facilities exist at the Port Terminal Facilities) including access to roadways, rail track, passing loops and sidings located within the Port Terminal Facilities; and
 - (B) unloading through a grid capable of accepting deliveries by road or rail (where such facilities exist at the Port Terminal Facilities); and
- (iii) where vehicles containing the User's Bulk Wheat Arrive at the Port Terminal Facilities as scheduled (or within a reasonable time before or after the scheduled time, so that it can be unloaded to comply with the scheduled time) the Port Operator must use all reasonable endeavours to ensure that the vehicles are unloaded at a rate (commensurate with the type, condition and volumes of the Bulk Wheat) that enables the User's nominated vessel to be loaded at its ETA, but not greater than the maximum receival rating of the relevant grid.

(g) Weighing

All Bulk Wheat delivered to the Port Terminal Facilities for unloading must be weighed using the Port Operator's weighing facilities operated by personnel of the Port Operator who must:

- (i) record the gross and tare weights of the road vehicles containing the loads of Bulk Wheat; or
- (ii) at the Port Operator's discretion where the Port Terminal Facilities have such facilities, batch weigh the Bulk Wheat unloaded into the grid,

and in all cases, the Port Operator must provide the User with a weighbridge ticket or other statement certifying the weight and quantity of wheat delivered, and confirming the name of the person in whose name the Bulk Wheat is delivered based on the information declared by the User to the Port Operator at or prior to the delivery of the load at the Port Terminal Facility.

(h) Storage of wheat

- (i) Wheat must only be stored at the Port Terminal Facilities for the purposes of Bulk Wheat export accumulation for loading at the relevant Port Terminal Facility for a maximum period of 20 days, prior to the date of loading.

- (ii) All storage and handling of Bulk Wheat delivered by a User at the Port Terminal Facilities must be segregated from all other Bulk Wheat and other grain stored or handled at the Port Terminal Facilities.
- (iii) All delivery and unloading points, including any discharge grids, storage locations, and the movement of Bulk Wheat following discharge will be nominated and determined by the Port Operator in its sole discretion, acting in accordance with the Port Terminal Rules.
- (iv) Any excess wheat must be segregated from all other Bulk Wheat and other grain stored or handled at the Port Terminal Facilities and must not be stored at the Port Terminal Facilities for more than 3 days. After that period additional fees will be payable.

6.4 Export Accumulation Guidelines

- (a) These guidelines apply after the User's Shipping Window is booked.
- (b) The key components of a successful Bulk Wheat export accumulation program are ample notice of nominations, accurate scheduling and working together with the Users, transport service providers and shipping related third parties.
- (c) The Port Operator is committed to providing fair access to Port Terminal Facilities for all Users. Considerable Bulk Wheat export accumulation challenges arise daily due to the liquid nature of wheat, insects and the complexity of balancing the service demands of multiple Users. The more notice individual Users can provide, the higher the probability of prompt loading of their vessels upon Arrival.

6.5 Export Accumulation Queue Policy

- (a) To allow for a fair and transparent accumulation process, all vessel nominations will be subject to the Bulk Wheat Export Accumulation Queue Policy.
- (b) The Bulk Wheat export accumulation queue is divided into three stages as detailed below.

PLANNING	ASSEMBLY	ACCUMULATION
22 + days	15-21 days	14 or less days
Lead Time		

- (i) These stages reflect the processes involved in accumulating Bulk Wheat cargo for nominated vessels.
- (ii) The lead time will be used to determine where in the accumulation process a nomination was made, and will be determined by

calculating the numbers of days between the vessel's nomination date and the vessel's ETA.

- (iii) There will be advantages and disadvantages depending on where in the accumulation process a nomination was made.
- (iv) Priority for nominations made in the Planning stage will be based on current vessel's ETA provided by the customer and adjusted as updated ETA become available.
- (v) Planning nominations that have progressed to the assembly window will have priority over nominations made in the assembly window.
- (vi) Each User will be allocated an assembly window once they have confirmed vessel nomination and ETA, during which time the User will be permitted to deliver loads of wheat to the Port Terminal Facility for the purposes of Export Accumulation (**Assembly Window**).
- (vii) Nominations made in the Accumulation stage will have priority set behind nominations made in the Assembly and Planning stages.
- (viii) All nominations must provide Laycans less or equal to 14 days, have ownership of cargo and provide port, grades, quality and tonnage details.
- (ix) The Port Operator recognises it may not be possible to provide a named vessel with over 22 days lead time so a TBA nomination will be acceptable as long as the above criteria have been met.

6.6 Planning stage

- (a) Nominations will be allocated a priority based on a vessel's ETA and the amount of lead time provided. Vessels with the earliest ETA and the greatest lead time will be allocated the highest priority. Vessels Arriving on the same day will have their priority determined by the amount of lead time provided.

- (b) For example:

Three vessels are nominated as follows:

Vessel A – ETA	30/08	Lead Time	30 Days
Vessel B – ETA	30/08	Lead Time	28 Days
Vessel C – ETA	28/08	Lead Time	23 Days

The priority would be as follows:

Vessel C	1
Vessel A	2
Vessel B	3

Vessel C will be allocated the highest priority as it has the earliest ETA.

Vessels A and B are both Arriving on the same day, however as Vessel A provided the highest lead time it has priority over vessel B.

- (c) Priority for each vessel will be constantly adjusted to reflect any changes to vessels ETA.
- (d) Nominations will eventually progress to the Assembly stage, determined by the difference between the current date and the ETA of each vessel.
- (e) When these nominations progress to the Assembly stage they will automatically receive priority ahead of nominations made in either the Assembly or Accumulation stages on that day.

6.7 Assembly stage

- (a) Vessels in the Assembly stage will consist of three nomination types:
 - (i) Nominations that have progressed from the Planning stage.
 - (ii) Vessels that were nominated in the Assembly stage.
 - (iii) Vessels that were nominated in the Accumulation stage.
- (b) On any given day order of priority will be allocated as follows:
 - (i) Nominations that have progressed down from the Planning stage.
 - (ii) Nominations made within the Assembly stage.
 - (iii) Nominations made within the Accumulation stage.
- (c) For example:

The following nominations are made on the same day:

Vessel A - progressed down from the Planning stage with 21 days to its ETA.

Vessel B - 15 days to its ETA

Vessel C - 9 days to its ETA.

Priority for accumulation will be allocated as follows:

Vessel A - Priority 1 - First priority due to the nomination made in Planning stage.

Vessel B - Priority 2 - Second priority due to the nomination made in Assembly stage.

Vessel C - Priority 3 -Third priority due to the nomination made in Accumulation stage.

- (d) Priority changes due to updated ETAs within this stage will be at the sole discretion of the Port Operator based on how advanced accumulation arrangements have progressed for each nomination.
- (e) Firm vessel names and fixed ETAs must be provided in this window to progress into the Accumulation stage.

- (f) It is important to note that by providing the most accurate ETAs, Users will avoid being charged a shipping relocation fee in the event that a User's vessel is delayed and the accumulation is blocking the port.

6.8 Accumulation stage

- (a) Nominations made in the Accumulation stage will go to the back of the assembly queue. These nominations will sit behind nominations that were made in the Assembly or Planning stages.
- (b) No TBA nominations will be accepted in this window. For accumulation to occur, a firm vessel name and fixed ETA must be provided.
- (c) Priority for vessels that have progressed from the Assembly stage will be locked in and will only change at the sole discretion of the Port Operator acting in accordance with the Port Terminal Rules. Changes will only occur if there is no negative impact on cargo accumulations for other vessels within this window.
- (d) If a vessel's accumulated cargo is held at port and needs to be relocated due to the vessel being cancelled or delayed then a shipping relocation fee will apply.

7 Port Queue Policy

- (a) The port queue is the berthing priority for each vessel that has Arrived at a Port Terminal Facility and is waiting to be loaded.
- (b) Berth priority for vessel queues is determined by the actual vessel Arrival time and stock accumulation status. Accordingly, access to berth queues at each of the Port Terminal Facilities will only be provided once all relevant cargo stock is located in the port, is available for delivery to the vessel, and authorisation to load has been provided by the User.
- (c) The Port Operator recognises vessels which have received part grain cargo from a previous call (two port) at an Australian port. If this is applicable, then the actual Arrival date at the first port of call is used to establish its priority in the port berthing queue. If a vessel fails survey it retains its original priority once it has passed survey.
- (d) The Port Operator may require Users to move their vessel from the berth if it fails survey and the non-compliant vessel is holding up the berth from another vessel.

8 Delivery Queue Policy

- (a) A User may not access the Bulk Wheat delivery queues at a Port Terminal Facility until it has been provided with an Assembly Window.
- (b) Provided that a User Arrives at the Bulk Wheat delivery queue at the relevant Port Terminal Facility within their Assembly Window, the User's

priority in the delivery queue will be determined by the time that they Arrive.

- (c) The Port Operator may require Users to move their vehicles from a Bulk Wheat delivery queue if it breaks down or is rejected in accordance with the terms and conditions of the Access Agreement or these Port Terminal Rules and the non-compliant vehicle is holding up the delivery queue from another vehicles.

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Timetable of Port Terminal Rules

Step and timing:	Explanatory notes:
<p><i>Planning Phase:</i></p> <p>Indicative nomination of vessel supplied</p> <p>(30 days prior to loading)</p>	<ul style="list-style-type: none"> • Can be negotiated up to 20 days prior to loading • Applicant to advise intended shipping details and Port Terminal Services instructions • Product availability – Applicant to update at 20 days, 10 days and 5 days prior to berthing
<p><i>Planning Phase:</i></p> <p>Pre-delivery sample supplied</p> <p>(30 - 28 days prior to loading)</p> <p>Pre-delivery sample results received</p>	<ul style="list-style-type: none"> • Can be submitted with indicative nomination of vessel • Must be submitted no later than 28 days prior to loading to allow for 4 day turnaround testing [normal] or 12 day turnaround testing [special] • Sample results must be received and cleared before loan accumulation can commence
<p><i>Assembly Phase:</i></p> <p>(5 - 15 days from date of submission of pre-delivery sample - not less than 15 days prior to loading)</p>	<ul style="list-style-type: none"> • Minimum time for load accumulation is 15 days prior to loading
<p><i>Assembly Phase:</i></p> <p>Vessel nomination confirmed</p> <p>(up to 21 days prior to loading)</p>	<ul style="list-style-type: none"> • Must be confirmed by no later than 15 days prior to loading • Required before accumulation plan and assembly plan can be confirmed • Applicant to advise: [list]
<p><i>Assembly Phase:</i></p> <p>Accumulation plan confirmed</p> <p>(up to 21 days prior to loading)</p>	<ul style="list-style-type: none"> • Plan must be agreed 21 days prior to loading to allow for scheduling of accumulation
<p><i>Assembly Phase:</i></p> <p>Assembly plan confirmed</p> <p>(up to 21 days prior to loading)</p>	<ul style="list-style-type: none"> • Can be agreed, subject to completion of remaining steps, at any time up to 21 days prior to loading • Confirm availability of grain accumulated to load 20 days, 10 days and 5 days prior to berthing

Step and timing:	Explanatory notes:
<p><i>Assembly Phase:</i></p> <p>Fumigation certificate received</p> <p>(up to 21 days prior to loading)</p>	<ul style="list-style-type: none"> • Can be received at any time up to 21 days prior to loading • Required before accumulation plan and assembly plan can be confirmed
<p><i>Accumulation Phase:</i></p> <p>Accumulation commences</p> <p>(no earlier than 20 days prior to loading)</p>	<ul style="list-style-type: none"> • Accumulation of cargo cannot commence until vessel nomination confirmed, fumigation certificate received, accumulation and assembly plans confirmed, and pre-delivery sample results received • Accumulation of cargo must take place between a maximum of 20 days and a minimum of 1 day prior to loading
<p><i>Accumulation Phase:</i></p> <p>Commencement of ship loading</p> <p>(includes updating of information required for loading at 20 days, 10 days and 5 days prior to loading)</p>	<ul style="list-style-type: none"> • Ship loading cannot commence until the cargo has been accumulated

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