

Protocol for accumulation of grain by road into GrainCorp Port Terminals from non-approved storage facilities

Application & Commencement

GrainCorp requires all grain accumulated from non approved storage sites as part of an agreed Site Assembly Plan to be received in accordance with the following procedures ("protocol").

GrainCorp can, at its discretion from time to time in accordance with Clause 3, require that such cargos be sampled and tested at a nominated Sampling and Testing Point.

1. Sampling and Testing Point

In accordance with Clause 3 the following Sampling and Testing Point will apply in relation to the assembly of the following grain(s) for export vessels from non-approved storage sites at the nominated Port Terminal(s) for the period as per the Schedule below and in accordance with GrainCorp 2009 Port Terminal Services Protocol.

Schedule

Port	
Terminal:	
Grain:	
Term:	
Applicable fees:	\$2.50 per tonne for site running costs, the sampling and testing of this grain, inclusive of related pesticide residue tests. This tonnage will be based on weighbridge data at the port terminal and invoiced monthly.
Sampling and Testing Point:	
Daily capacity:	The daily capacity of grain that can be managed is 750 tonnes.
Hours of operation:	Hours of operation at Harristown will be dependent upon the client information provided the day prior (4.00pm). Operation will be limited to local daylight hours only.

If further details are required contact Shane Leonard – Customer Logistics Manager, Toowoomba on 07 4639 9240 or email sleonard@graincorp.com.au

2. Objective of the protocol

This protocol relates to the receipt of grain from non-approved storages into GrainCorp port terminals. This objective of this protocol, which can be applied against a Vessel Nomination Application in accordance with the Port Terminal Services Protocol, will manage:

- Port terminal logistics, internal terminal grain movements and truck queues in the event there is road congestion at the port terminal;
- The presence of insects, chemical residues and / or contaminants defined in relevant industry Standards;
- Occupational Health and Safety relating to the presence of fumigants and / or chemical residues in grain;
- Export market requirements where grain may not conform with relevant importing country biosecurity protocols, such as the presence of pesticide residues in grain above the importing country Maximum Residue Level (MRL); and
- GrainCorp's port terminal operating conditions as required by its AQIS export license.

3. Non approved storage grain accumulation protocol

GrainCorp will require, as required under the Port Terminal Services Protocol for Vessel Nomination Application, information relating to the tonnage of grain from non-approved storages delivered against a vessel nomination.

GrainCorp, in conjunction with the Site Accumulation Plan (SAP), can apply this protocol to:

- Receive grain from non-approved storage sites at the Port Terminals; or
- If there is a substantial volume of grain planned to be delivered to the Port Terminal, direct trucks from non-approved storage sites to a nominated country site for sampling and testing (Sampling and Testing Point) en-route to a Port Terminal prior to delivery of the grain to the Port Terminal.

4. Site Accumulation Plan

Prior to consigning grain from non-approved storage site(s) to the Port Terminal or Sampling and Testing Point the Exporter must:

- Have an accepted Vessel Nomination Application and assigned Load Date and Queuing Order as per the Port Terminal Services Protocol;
- Ensure that delivery of this grain is within a 14 days of vessel's assigned Load Date.
- Ensure all trucks comply with the "Grain Trade Australia and Livestock and Bulk Carriers Association Bulk Freight of Goods Code of Conduct".
- Advise growers that a Grain Trade Australia (GTA) grain Commodity Vendor Declaration (CVD) must be completed and signed, where the CVD would indicate the treatments applied to the grain, including:
 - The active chemical compounds used to treat the grain;
 - The date of all treatments;
 - The rate at which the chemical was applied;
 - Confirmation that the relevant withholding periods have been observed; and
 - The grower's NGR details (if the grain is sourced ex farm).
- A CVD for a road train loaded from a single storage site will be acceptable for multiple trailers.

5. Notification of deliveries

An Exporter must provide the Port Terminal or Sampling and Testing Point by 4.00pm the day prior to delivery, the following information:

- Truck registration, trucking company, truck company contact number;
- Estimated time of arrival to Port Terminal or Sampling and Testing Point; and
- Grower contact details (including NGR and mobile phone number).

If a Sampling and Testing Point is used, an Exporter must advise their Carriers that loads must be presented as they are to be delivered to the nominated port terminal. That is, road trains must split and presented as singles. All loads must be presented at the Port Terminal must be as per their configuration at the Sampling and Testing Point, where:

- All trucks will be sampled on a load by load basis to ascertain the insect infestation status of the load. Given the nature of live insects within loaded grain trucks, GrainCorp reserves the right to reject any vehicle detected at the port terminal to contain live insects, even if none were detected at the Sampling and Testing Point.

- Costs associated with the rejection of loads, including those costs that relate to the transportation of grain from the port terminal, fumigation of grain and re-presentation of that grain at the terminal for re-sampling will be the responsibility of the Exporter.
- Final dockets and weights will be determined at the Port Terminal.

6. Grain treated with chemical

Grain that has been treated with any chemical can only be received from an ex-farm or other non-approved storage if:

- That storage site has been treated with a *fumigant* (including Phosphine and Profume). GrainCorp will collect a sample UPON arrival at the nominated Port Terminal or Sampling and Testing Point; or
- That storage site has been treated with an approved *contact insecticide*, the Exporter must collect a sample for a residue test BEFORE the grain is received at nominated Port Terminal or Sampling and Testing Point. As this test takes approximately 10 days, the samples must be provided by the Exporter prior to the presentation of any vehicles at the nominated Port Terminal or Sampling and Testing Point.

7. Testing and sampling procedure

All trucks will be sampled on a load by load basis in accordance with GTA standards and graded and classified accordingly, where:

- All grain must be free of insects and any pests. If insects or pests are detected the load will be rejected;
- Loads detected in breach of safe fumigant levels will not be accepted. The maximum detection level for Phosphine gas is 0.3 ppm.
- Loads received by road carriers that do comply with the “grain Trade Australia and Livestock and Bulk Carriers Association Bulk Freight of Goods Code of Conduct”, in particular Clause 7 in relation to cleanliness (reproduced in the Appendix) with presentation of supporting records, will not be accepted.
- If grain quality does not meet GTA standards, a decline notice will be issued and the Exporter will be notified;
- If a Sampling and Testing Point is used the sampled the results will be recorded on a GrainCorp manual docket provided to the driver and presented to the carrier at the port terminal for cross referencing;
- All trucks will require a completed CVD form declaring the treatment status of grain from the origin storage;
- An individual sample bag may be retained from each truck (recorded by NGR number) with a sub sample being collected to complete a 500 tonne ‘running’ sample;
- A sub sample of this 500 tonne ‘running’ sample may be dispatched daily for analysis for residues of the pesticides as per the below table. If a chemical violation is detected, all load samples for that day will be analysed to determine the source of the chemical residue. The following screen will apply. A violation will be deemed to occur if the load tests above the Australian Maximum Residue Level as listed on the APVMA Website or the regulatory level of the importing country nominated by the Exporter.

Pesticide	Australian MRL (mg/kg)
Fenitrothion	10

Pesticide	Australian MRL (mg/kg)
Chlorpyrifos methyl	10
Pirimiphos methyl	10
Dichlorvos	5
Azamethiphos	0.1
Methoprene (S & RS Methoprene)	2
Deltamethrin	2
Piperonyl Butoxide	20
Spinosad	1

GrainCorp does not warrant that the pesticide testing will be representative of the load, nor does GrainCorp accept any responsibility for chemical residues not included on the above screen.

8. Chemical residues and related declarations

For the management of export market access where grain is presented for an export market that does not conform to the relevant importing country biosecurity and other protocols (including the presence of insects in grain presented for export) GrainCorp reserves the right to reject the grain at any point, without any liability.

If a delivery sample is found to have a chemical residue (which related to a treatment that has not been declared) or any other contaminant, the Exporter will be liable for and indemnify GrainCorp from and against all costs, delays, testing, treatment, transportation and any expenses and losses including those associated with any actions which GrainCorp may acting reasonably decide to take to handle, remove, relocate or otherwise deal with the presence of such chemical residue and / or contamination. .

9. Truck tagging

Grain will not be weighed at the Sampling and Testing Point and no formal weighing docket will be produced at that site. Truck tail gates and bag chute(s) will be sealed with a numbered tag. This tag number will be recorded on a manual docket provided to the driver. This docket will also be faxed to the port terminal.

Note: All Carriers will be required to drill an appropriate “tag” hole in each gate prior to the first delivery. An instruction sheet is available for your information.

Appendix: Extract of truck cleanliness requirements from the “Grain Trade Australia and Livestock and Bulk Carriers Association Bulk Freight of Goods Code of Conduct”.

Class 1 Products

Trailers used to carry any of the following materials are excluded from carrying goods covered by this Code of Practice.

- Toxic and corrosive materials (including asbestos) and any packaging used for these materials radioactive materials animal/poultry wastes (including manures/litter) and soil containing animal manure (peat).
- Metal flakes or metal products
- Glass
- Sludge from sewage plants treating waste waters (biosolids)
- Solid urban waste, such as household waste
- Materials contaminated with salmonella or other pathogens
- Untreated waste from eating places
- Other materials as determined by the parties

Class 2 Products

Cleaning required—All physical and chemical remnants removed (High Pressure Water Wash with Sanitizer and/or Steam). Product:

- Asphalt (fresh) and asphalt rubble
- Milk & milk products, gelatine, amino acids, dicalcium phosphate, dried plasma and any other blood products
- Unprocessed animal matter wet offal, animal manure or dead stock
- Tallows
- Mineral clays which have been used for detoxification purposes
- Coal and coal products
- Composts (including green plant material)
- Treated Bulk Grains (e.g. Pickled Grain)
- Treated Mineral Based Fertilisers (e.g. Intake etc)
- Treated Wood Products
- Medicated Stock Feeds
- Insect Infested Grain Products
- Mammalian protein, e.g. meat & bone meal, meat meal, cull cake and other mammalian based products
- Hides treated with tanning substances and associated waste

Class 3 Products

Cleaning required – All physical remnants removed (Blown out, Swept or Washed as Required). Product:

- Untreated Bulk Grains (e.g. when changing grain types)
- Untreated Mineral based Fertilisers (e.g. Super phosphates etc)
- Inert Mineral Material (e.g. road base, sand, lime, gypsum etc)
- Untreated Wood Chips . Salt

If at any stage the Transport Company is not sure which category a product that is going to be carted or that has been carted fits, it is their responsibility to contact the consignor prior to loading the product so that the correct cleaning method can be used.