

Annexure I

Export Accumulation Guidelines



Export Accumulation Guidelines

Commitment to Fair Access

CBH Operations provides Port Outloading Services for the bulk shipment of grain at its Port Terminals at Geraldton, Kwinana, Albany and Esperance. The key components of a successful Export Accumulation program are ample notice of nominations, accurate scheduling, understanding the quality specifications and working together with the customer, transport service providers and shipping related third parties.

CBH Operations is committed to providing fair access to our terminal facilities for all our customers. Considerable accumulation challenges arise daily due to the liquid nature of grain, the need to keep grain within fumigation protocols to reduce insect resistance to phosphine and the complexity of balancing the service demands of multiple owners. The more notice individual shippers can provide the higher the probability of prompt loading of their vessels upon arrival.

CBH also retains the right to allocate a proportion of the CBH network's transport resources for non shipping driven circumstances such as preparation for the upcoming harvest, natural disasters or to manage any stacks that may need to be moved to preserve stack quality.

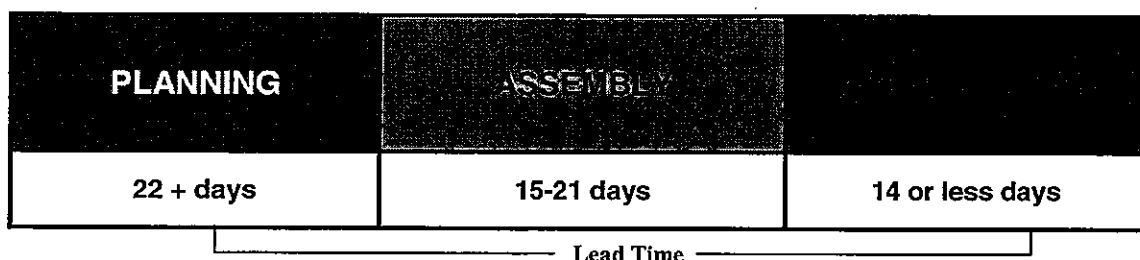


Export Accumulation Queue Policy Overview

To allow for a fair and open accumulation process all vessel nominations will be subject to our "EXPORT ACCUMULATION QUEUE" Policy.

The Export Accumulation Queue is divided into three stages as detailed below.

EXPORT ACCUMULATION QUEUE



These stages reflect the processes involved in accumulating cargo for nominated vessels.

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 vessels nominations date and the vessels ETA.

There will be advantages and disadvantages depending on where in the accumulation process a nomination was made.

Nominations made in the Planning stage will have priority over nominations made in the Assembly & Accumulation stages.

Nominations made in the Assembly stage will have priority set behind nominations made in the Planning stage.

Nominations made in the Accumulation stage will have priority set behind nominations made in the Assembly and Planning stages.

CBH Operations recognises actual vessel nominations with over 22 days lead time may at times not be possible so a TBN will be acceptable providing you have ownership of cargo and provide Port, lay-cans, Grades, Quality & tonnages details.



Export Accumulation Queue in Detail

PLANNING STAGE

Nominations in this stage have the highest probability their cargo will be available upon arrival due to the lead time provided

Nominations will be allocated a priority based on a vessels ETA and the amount of lead time provided. Vessels with the earliest ETA and the greatest Lead Time will be allocated the highest priority. Vessel arriving on the same day will have their priority determined by the amount of lead time provided.

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 A	2
Vessel B	3
Vessel C	1

Vessels A & B are both arriving on the same day, however as Vessel A provided the highest lead time it will have priority over vessel B.

Priority for each vessel will be constantly adjusted to reflect any changes to vessels ETA.

Nominations will eventually progress to the Assembly stage, determined by the difference between the current date and the ETA of each vessel.

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.



ASSEMBLY STAGE

Vessels in this stage will comprise of three nomination types.

1. Nominations that have progressed from the Planning stage.
2. Vessels that were nominated in the Assembly stage.
3. Vessels that were nominated in the Accumulation stage.

On any given day order of priority will be allocated as follows,

1. Nominations that have progressed down from the Planning stage.
2. Nominations made within the Assembly stage.
3. Nominations made within the Accumulation stage.

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.

Priority changes due to updated ETA's within this stage will be at the sole discretion of CBH base on how advanced accumulation arrangements have progressed for each nomination.

It is important to note by providing the most accurate ETA's you will avoid being charged a Shipping Relocation fee in the event your vessel is delayed and your accumulation is blocking the port.



ACCUMULATION STAGE

Nominations made in this 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.

Priority for vessels that have progressed from the Assembly stage will be locked in and will only change at the sole discretion of CBH Operations. Changes will only occur if there is no negative impact on cargo accumulations for other vessels within this window.

If a vessel's accumulated cargo held at port needs to be relocated due to the vessel being cancelled or delayed then a shipping relocation fee will apply.

STOCK IN PORT

Nominations for cargo that already resides at the terminal will be aligned to the Port Queue Policy.

Port Queue Policy

The Port queue is the berthing priority for each vessel which has arrived at a CBH port terminal and is waiting to be loaded.

Berth priority for vessel queues is determined by the actual vessel arrival time. Access to berth queues at each of our ports will only be provided once all stocks are located in port, are available for delivery to the vessel and authorisation has been received to load by the customer.

CBH 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 queue. If a vessel fails survey it retains its original priority once it has passed survey.

CBH may require customers to move their vessel from the berth if they fail survey and are holding up the berth from another vessel.