

Commodity classification transfer procedure

If the classification of the load results in a grade which cannot be received at the classifying (testing) site, then the load can be transferred to another (receival) site.

The grade on the commodity classification transfer will be in line with receival standards not accounting for dynamic binning tolerances. However, the load will be eligible for dynamic binning at the receival site provided the higher grade segregation is available, and the rolling stack average of the higher grade meets the receival standards.

Only commodities being received by the transferring site are to be classified at the originating site (i.e. pulses cannot be classified at a receival site that is only accepting wheat and barley), unless otherwise determined by Viterra.

Grades requiring specific testing equipment and classifier training (e.g. malting barley) will only be classified where equipment is present and classifiers are trained in the commodity.

Growers are encouraged to use the commodity classification transfer procedure for port terminal deliveries when shipping grades are being accepted from upcountry sites. This will ensure that the load is within specification and will not be declined at port due to a lower grade not being accepted.

Site staff will determine the site that the load can be transferred to and will establish a time limit for which the transfer form is valid.

Transfers cannot be given for overnight deliveries without the permission of Viterra Regional Management.

The grower / carrier will be given 2 copies of the Commodity Classification Transfer Form at the transferring site which are to be presented at the receiving site.

The original grower load composite will be placed in a tamper proof bag or sample bag with a tamper proof seal which is to be produced at the receival site.

- The load must be accompanied by a gross weight reading from the transferring site.
- The weighbridge operator is to write the gross weight on the Commodity Classification Transfer Form, or:
- For automated weighbridge sites: the classification office is to advise the carrier via UHF or phone of the gross weight. The carrier is to write the gross weight on their copy of the Commodity Classification Transfer Form and the classifier is to record it on the site copy.

If the weight breaches the mass limit the overloaded process is to be followed at the testing site. The load may only be transferred once the gross weight is within the mass limit.

The transfer sample will be assessed at the receival site for NIL contaminants only, the load will be accepted based on all other results from the transferring site. If a NIL contaminant is found at any stage of the receival process in the grain or on the vehicle, the load will be declined.

Results from the receival site will not be accepted if there is evidence of load or result tampering or a nil contaminant is detected at any time.

Trucks will join the queue at the receival site and proceed in turn to the classification hut.