

Commodity classification transfer procedure

Commodity classification transfers (CCT) enable flexibility in grain receivals by allowing a load to be classified at one site (the testing site) and received at another (the receiving site) while retaining the original classification.

The load will be graded at the testing site in line with receival standards. Eligible loads will have the opportunity for an upgrade through dynamic binning at the receiving site, provided the stack average allows and it meets the [dynamic binning criteria](#).

Deliveries requiring specific testing equipment and classifier training (eg. pulses, canola) will only be classified where all required equipment is present to perform the classification and classifiers are trained in the commodity.

Bunge will establish a time limit for the transfer. Overnight transfers may be permitted if the delivery cannot be completed within the working day.

At the testing site, the driver will be given two copies of the commodity classification transfer form and a sample in a tamper proof bag which are to be presented to classifiers at the receiving site.

The gross weight of the load will also be recorded by the testing site, and written on the commodity classification transfer form.

At sites with automated weighbridges, the classification office will advise the driver of the gross weight by UHF or phone. It is the responsibility of the driver to write the gross weight on their copy of the commodity classification transfer form before leaving site. The classifier will record the gross weight on the site copy.

If the gross weight is greater than the maximum legal gross mass of the vehicle, the overload process is to be followed at the testing site. The load will only be transferred once the gross weight is within the legal mass limit.

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

The transfer sample will be assessed at the receiving site for nil contaminants. If a nil contaminant is found at any stage of the receival process in the grain or on the vehicle, the load will be rejected. Results from the receival site will not be accepted if there is evidence of load, sample or form tampering or a nil contaminant is detected at any time.

Deliveries to port

Farmers are encouraged to use the commodity classification transfer procedure for deliveries to port, to ensure grain meets specification before travelling.

At times, deliveries to Inner Harbour and Port Lincoln may be restricted to farmers within the local delivery zone only. When this occurs, commodity classification transfers will not be available for deliveries to port from outside the local delivery zone.

Farmers can deliver direct to Wallaroo, Thevenard and Port Giles at all times, including through a commodity classification transfer, in line with the segregation plan.

[More information about delivering to port.](#)