

## Commodity Classification Transfer (CCT) Procedure



1. If the classification of the load results in a grade which cannot be received at the classifying (originating) site then the load can be transferred to another (receiving) site.
2. Only commodities being received by the originating 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.
3. Grades requiring specific testing equipment and classifier training (i.e. malting barley) will only be classified where equipment is present and classifiers are trained in the commodity.
4. In the event that a grower must travel a significant distance for a segregation, Viterra will endeavour to provide local classification or a classification transfer.
5. Viterra will provide 'out of zone' commodity classification transfers to port terminals for nominated shipping grades only. The nominated shipping grades will be available on Ezigrain.
6. Site staff will determine where the load can be transferred to and how long the segregation at the destination site is likely to remain open.
7. Site staff will establish a time limit for which the transfer form is valid.
8. Transfers cannot be given for overnight deliveries without the permission of the Regional Manager.
9. The grower / carrier will receive two copies of the Commodity Classification Transfer Form and be directed to the receiving site where this paperwork is to be produced to complete the transfer.
10. The load must be accompanied by a gross weight reading from the consigning site.
  - a. The weighbridge clerk is to write the gross weight on the commodity classification transfer, or:
  - b. For e-bridge 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 CCT and the classifier is to record it on the site copy.
  - c. If the weight breaches the code of practice the overloaded process is to be followed at the consigning site and the load will not be received under this process at the receiving site.
11. The original grower load composite will be placed in a tamper proof bag to be produced at the receiving site.
12. The transfer sample will be assessed for NIL contaminants only, the load will be accepted based on all other results from the originating 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 rejected.
13. Results from the originating site will not be accepted if there is evidence of tampering or a nil contaminant is detected at any time.
14. Trucks will re-join the queue at the receival site and proceed in turn to the classification hut.