

GUIDELINE

# Management of grain imported bulk in-ship’s hold

**Direction to staff**

This document is instructional material for the Department of Agriculture (the department) under its Practice Statement Framework. All staff must comply with it.

**Direction to biosecurity industry participants**

Biosecurity industry participants must comply with the conditions of their approved arrangement including any directions or instructions issued by the department.

**Direction to industry**

This document outlines the requirements for managing consignments of imported bulk grain. All parties with roles and responsibilities explicit in this guideline must comply with it.

**Summary of main points**

This document outlines the processes and operational requirements for effectively managing consignments of imported bulk grain for processing at an Approved Arrangement. This includes processes for:

* Document assessment
* On-ship inspection and discharge
* Transport
* Storage
* Processing
* Grain recovery

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## Purpose of this document

The purpose of this document is to set out the operational processes and practices for effectively managing the biosecurity risks associated with consignments of imported bulk grain.

## Definitions

The following table defines terms used in this document.

| Term | Definition |
| --- | --- |
| Approved Arrangement (AA) | An arrangement entered into with the Department of Agriculture that allow operators to manage biosecurity risks in accordance with departmental requirements, using their own premises, facilities, equipment and people, and involving reduced oversight by the department and with occasional compliance monitoring or auditing. |
| Biosecurity Industry Participant (BIP) | A holder of an AA.  Note: A BIP must ensure that persons having physical access to goods subject to biosecurity control are aware that such items must only be handled by an accredited person or under the direct supervision of an accredited person. |
| Biosecurity Officer | A person authorised under section 545 to be a biosecurity officer under the *Biosecurity Act 2015*. |
| Biosecurity Risk Material (BRM) | Material found in a consignment that poses a biosecurity risk. Includes but is not limited to:   * Insects * Disease symptoms * Seeds * Soil, dirt * Animal material * Plant material or trash such as straw, twigs, leaves, roots, fruit and bark. |
| Biosecurity Waste | Any material derived from the imported grain including spillages, by-products (e.g. bran, pollard, and offal), screenings, dust and any single use items (e.g. disposable overalls) exposed to imported grain or its by-products. |
| Bulk Commodity National Coordination Centre (BCNCC) | Specialist unit within the Department of Agriculture are responsible for managing bulk in-ship imported commodities including fertiliser, stockfeed and grain.  • Phone: (02) 4935 6700  • After hours on-call biosecurity officer: 0438 440 950  • Email: [fertiliser.chemical@agriculture.gov.au](mailto:fertiliser.chemical@agriculture.gov.au) |
| Bulk grain | Loose grain imported in a ship’s hold. |
| Bulk grain inspection schedule | A document provided by the BCNCC that is based on information provided by the importer for bulk ship importations incorporating:   * The ship name * Previous cargo * Grain type * Amount to be discharged at each port. |
| Conveyance | A vehicle or train used to transport imported grain. |
| Grains | * Whole cereal seeds * Oil seeds * Pulses. |
| Hungry Boards | Boards forming a continuous extension to the body of the cargo carrying section of a truck or trailer |
| Import permit holder | The holder (or their agent) of an import permit for bulk grain. |
| Metropolitan area | Generally the suburban area around the port of discharge. |
| Person in charge (PIC) | The owner of the goods  OR   * a person who is in possession or control of the goods (other than a biosecurity officer or biosecurity enforcement officer   OR   * a BIP who is in possession or control of the goods as authorised by an approved arrangement covering the biosecurity industry participant. |
| Processing | Department approved method for devitalising imported grain. |
| Process Management System (PMS) | Set of policies, processes and procedures for the management of potential biosecurity risks associated with imported bulk grain. |
| Port | First point of entry for incoming ships as determined by the Director of Biosecurity.  **Note**: Includes all precincts of the port where:   * a ship may be moved to unload * Goods may be stored. |
| Port operator | Entity facilitating the arrival of ships or goods subject to biosecurity control at a first point of entry port.  **Note**: Examples include:   * third-party operators leasing berth space * Stevedores * Shipping lines * Other logistical agents. |
| Port precinct | Areas within or adjacent to the security regulated boundary of a port. |
| Ship’s Master | Person (other than a ship’s pilot) responsible for the ship. |
| Site Operations Manual (SOM) | Manual (approved by the department) that:   * details the biosecurity operations that will be undertaken at an AA site * Accurately and comprehensively detail processes and procedures that will be followed by accredited and other persons working with imported grain at the AA site. |
| Tarpaulin | Polyester fabric (scrim) coated on both sides with PVC with a minimum weight of 550 grams per square metre. |
| Transport operator | Third party contracted by the import permit holder to transport grain to storage and processing AA sites. |

## Policy statement

Whole bulk grain poses a high biosecurity risk to both plants and animals because it is not usually subject to any form of processing offshore (other than harvest and grading), and unrestricted importation would present a direct pathway for pest transmission to susceptible crops, animals and agricultural production areas in Australia.

The regulation of imported whole grain applies the powers and provisions of the *Biosecurity Act 2015* to manage biosecurity risks to the appropriate level of protection (ALOP) for Australia, which is defined as providing a high level of protection aimed at reducing risk to a very low level, but not to zero.

The department has strict requirements which must be complied with in order to manage the biosecurity risks associated with imported grain. Multiple critical control points must be in place throughout the import pathway to manage the risks. These include:

* A permit is required for any grain imports prior to arrival. Every permit application is considered on a case-by-case basis and is subject to a risk assessment to allow specific consideration of the biosecurity risks posed by the proposed import pathway.
* A department-approved and audited Process Management System (PMS) must be put in place outlining the processes for sourcing, movement and loading offshore and movement, storage and processing within Australia.
* Grain must be sourced from areas of low plant and animal risk, in particular free from pathogens and pests of biosecurity concern to Australia.
* The export pathway from the farm to the point of loading must be approved by the department to ensure the grain has been sourced from and transported within the designated areas.
* Storage and transport units used along the export pathway must be thoroughly cleaned prior to use to prevent contamination with imported and/or local whole grain, stock feed or stock feed ingredients, insect pests, and other infestible residues, soil, animal or avian remains, faeces or any other extraneous contamination.
* Assurance of cleanliness is provided through third party inspection certification or recognition of industry quality management systems that manage contamination risks.
* Grain must be inspected and certified free from quarantine pests by the National Plant Protection Organisation in the country of origin.
* Grain must be graded and certified by the exporting country’s quality standards body at the point of export to ensure minimal levels of foreign material within the consignment such as weed seeds, soil and animal material.
* On arrival in Australia, grain must be transported in clean conveyances and conveyances must be sufficiently secure to control the leakage of grain or dust during transport from the point of discharge through to the point of processing. For example, approved sealed containers or roll-over tarp trucks.
* Grain must be transported along approved routes that have been assessed by the department and tracked from the point of arrival to final release from biosecurity control. All grain movements must be reported to the department and grain weight reconciliations undertaken.
* Imported grain must be stored and processed while subject to biosecurity control in a facility covered by an approved arrangement (approved arrangement site). Storage and processing of imported grain must also be managed in accordance with the approved arrangement, including to contain spills and manage associated biosecurity concerns.
* A department-approved Site Operations Manual must be in place for the approved arrangement site outlining the processes for managing the grain within the confines of the approved arrangement site. Approval of the site is only given if department requirements are met at desk and site audit.
* The assessment of the approved arrangement site and the transport route considers a range of factors relevant to the management of biosecurity risk including proximity to agricultural production, potential hosts (animal and plant) and transport routes (especially passage through agricultural areas).
* Processing and treatment of imported grain must be undertaken with specific time and temperature requirements to further reduce the biosecurity risks before release from biosecurity control.
* Associated waste must be disposed of according to departmental requirements and in accordance with an approved arrangement, such as deep burial, high temperature incineration or autoclave.
* The importer must have emergency action plans in place to manage spillage or any other possible incidents on the import pathway.
* Imported grain must not be diverted to any location or used for any other purpose than that stated on the import permit.
* Verification inspections to assess biosecurity risk will be undertaken by a biosecurity officer during discharge at each port; on completion of discharge at each port; during receival and out loading from each approved arrangement site and following decontamination at each approved arrangement site.
* When the import process has been completed, the storage and processing facilities must undertake comprehensive department-approved decommissioning processes prior to re-commencing normal operations.

**Note: *Refer* to Attachment 1:** [**Bulk grain import pathway showing critical control points for management of biosecurity risk**](#_Attachment_1:_Bulk)for a visualrepresentation of the import pathway for imported grain.

Compliance with this guideline will be verified by biosecurity officers from the port of entry to the point of release at AAs. Non-compliance may result in:

* the refusal of permission to discharge
* The application of additional biosecurity measures, corrective actions and heightened departmental supervision applied along the import pathway.

Serious non-compliances by an importer or a biosecurity participant may result in:

* Suspension or revocation of import permits and approved arrangements

or

* Enforcement action including civil or criminal prosecution.

Surveillance for pests of biosecurity concern at the port precinct, along the transport route and at the AA sites will be undertaken by the department as part of the [National Border Surveillance Program](http://www.agriculture.gov.au/biosecurity/australia/border-surveillance)*.*

## Legislative framework

The following table outlines the specific sections of *the Biosecurity Act 2015* (the Act) that applies to the assessment and management of imported grain.

| Relevant section of the *Biosecurity Act 2015*: | How it applies |
| --- | --- |
| Section 119: Goods brought into Australian territory are subject to biosecurity control | The goods become subject to biosecurity control when the ship carrying the goods enters Australian territory. |
| Section 123: Biosecurity risk assessment powers | Sets out powers that may be exercised for the purpose of assessing the level of biosecurity risk associated with goods that are subject to biosecurity control. |
| Section 124: Direction to secure goods | A biosecurity officer may direct a person in charge of the goods to secure the goods in a manner specified by the biosecurity officer. |
| Section 125: Inspecting goods and taking samples | Sets out powers of a biosecurity officer in relation to inspecting goods and taking samples. |
| Section 126: Asking questions about goods | A biosecurity officer may require a person who the biosecurity officer suspects, on reasonable grounds, has information in relation to the goods to answer questions, or provide information in writing, in relation to the goods. |
| Section 127: Requiring documents relating to goods to be produced | A biosecurity officer may require a person who the biosecurity officer suspects, on reasonable grounds, has the custody or control of documents in relation to the goods to produce to the biosecurity officer such of those documents as are specified by the biosecurity officer. |
| Section 128: Movement of goods | Sets out powers of a biosecurity officer in relation to movement of goods. |
| Section 131: Biosecurity measures may be required in relation to goods | If a biosecurity officer suspects, on reasonable grounds, that the level of biosecurity risk associated with goods that are subject to biosecurity control is unacceptable, a biosecurity officer may require biosecurity measures to be taken in relation to the goods. |
| Section 132: Movement of goods | Sets out powers of a biosecurity officer in relation to movement of goods if a biosecurity officer suspects, on reasonable grounds, that the level of biosecurity risk associated with goods that are subject to biosecurity control is unacceptable. |
| Section 133: Treatment of goods | A biosecurity officer may require the goods to be treated in a manner specified by the biosecurity officer. |
| Section 138: Powers of biosecurity officer if biosecurity measures are required | Sets out powers if a biosecurity officer requires a biosecurity measure to be taken in relation to goods under section 132 (movement), section 133 (treatment), section 136 (destruction) or a regulation made for the purposes of section 137. |
| Section 162: When goods brought into Australian territory are released from biosecurity control | Sets out the different conditions as to when goods subject to biosecurity control are released from biosecurity control. |
| Section 406: the approval of proposed arrangements | The Director of Biosecurity may approve a proposed arrangement that provides for the person to carry out specified activities to manage biosecurity risk |

## Roles and responsibilities

The following table outlines the roles and responsibilities undertaken in this guideline.

| Role | Responsibility |
| --- | --- |
| Assessment Services Group | * Issuing directions for inspection of consignment (or otherwise if not compliant) |
| BIP | * To manage the biosecurity risks associated with the imported grain * To manage the biosecurity risks associated with the biosecurity waste generated through the discharge, transport, storage and processing of waste |
| Biosecurity officers | * Liaising with the person in charge and organising inspections in accordance with the department inspection schedule. * Responsible for inspecting bulk consignments of grain and giving permission to discharge from the ships hold. * Advising the ship's crew, stevedores and port operator of the assessment and management requirements. * Performing verification activities during the onshore management of imported grain consignments |
| BCNCC | * Overseeing the assessment and management of each imported grain consignment. * Assessing the documentation for bulk grain ship consignments and creating ship inspection schedules. * Issuing Department of Agriculture and Water Resources (DAWR) grain inspection schedules to regional ports. |
| Driver of conveyance | * Responsible for ensuring conveyances meet the department’s standards |
| Operational Science Services (OSS) | * Identifies pests and diseases collected and submitted by Biosecurity Officers * Undertakes pest surveillance activities at the Port |
| Person in charge PIC | * Complying with the import permit conditions including the approved activities outlined in the PMS e.g.   + Discharge and port operations   + Secure transport arrangements   + Approved Arrangements for storage and processing * Contacting the department to confirm ship arrival time * Providing ship and consignment documentation for assessment |
| Plant Import Operations (PIO) | * Develop the operational policy for the management of imported grain * Develop import conditions for imported grain * Assess and issue import permits for imported grain * Brief Departmental Executive and the Minister’s office as appropriate |
| Port Operator | * Supervision of ship discharge and movement into storage, including verification that conveyances meet department’s standards prior to movement from the port * Responsible for cleaning the port area and grain handling equipment post-discharge |
| Ship’s master | * Responsible for opening ships holds * Responsible for discharging the consignment from the ship |
| Transport Operator | * Responsible for ensuring conveyances used to transport imported grain meet the department’s standards. * Making their drivers aware of the requirements for transporting importing grains. |

## Document Assessment

The following table outlines the process for assessment of consignment and ship documentation of import grain consignments.

| Stage | What happens | Responsible party |
| --- | --- | --- |
| 1. | To enable scheduling, documents required by the import permit and the completed *Imported bulk grain pre-arrival information* document are provided to the BCNCC at least ten working days prior to the estimated arrival time at the first port to enable scheduling. | Import permit holder |
| 2. | Documents are assessed for compliance with the import permit requirements and the department’s documentary policies including the [Minimum Documentary and Import Declaration Requirements Policy](http://www.agriculture.gov.au/import/arrival/clearance-inspection/documentary-requirements/minimum-document-requirements-policy).   | When the documents are… | Then… | | --- | --- | | not compliant | contact PIO | | compliant | continue to stage 3 | | BCNCC |
| 3. | A bulk grain inspection schedule is created and forwarded to the import permit holder and to the regional department offices responsible for the discharge ports for that consignment.  Note: it is the Import Permit holder’s responsibility to notify the department in writing of any changes to the schedule (including, but not limited to changes to dates of arrival, quantities to be discharged, and/or ports of discharge). | BCNCC |
| 4. | AAs and transport operators are advised of the arrival time and inspection schedule. | Import permit holder |
| 5. | Refer to the bulk grain inspection schedule and direct the consignment for inspection. | ASG |

## On-ship inspection and discharge

It is the importer’s responsibility to provide a safe work environment for biosecurity officers. Biosecurity officers will not enter ship holds under any circumstances. The safety of the biosecurity officer is of paramount importance, particularly when working around the edges of the ship holds. The importer must ensure that a barrier is provided that will prevent falls into the hold. The barrier must be:

* higher than the biosecurity officers’ centre of mass (usually waist height)
* high enough to prevent the biosecurity officer falling into the hold while collecting samples.

The following table outlines the process for inspecting grain prior to granting permission to discharge from a ship.

| Stage | What happens | Responsible party |
| --- | --- | --- |
| 1. | The deck, hatch covers and hatch coamings are inspected for BRM.   | When… | Then… | | --- | --- | | BRM is detected | * samples are submitted to OSS for identification * PIC and BCNCC are notified   Note: BCNCC to liaise with PIO regarding follow-up action | | BRM is not detected | Continue to **stage 2** | | Biosecurity Officer |
| 2. | Hatch covers are removed and locked out. | Ship’s master |
| 3. | Freedom from hazardous gases certificate from a licensed fumigator or industrial chemist are issued to the Biosecurity Officer immediately prior to inspection. | PIC |
| 4. | Each hold is inspected.  Note: All holds are inspected at the first port of call.   | When… | Then… | | --- | --- | | BRM is detected | * samples are submitted to OSS for identification * PIC and BCNCC are notified   **Note**: BCNCC to liaise with PIO regarding follow-up action  **Note:** Permission to discharge may not be granted if pests of biosecurity concern are detected. If the consignment cannot be effectively treated it may be exported. | | the consignment is free of live pests and BRM | * permission is given to discharge the grain * the importer is given a direction to move the grain to a Class 2.7 or 3.1 AA site listed on the import permit * continue to **stage 5** | | Biosecurity Officer |
| 5. | The method of moving grain from discharge into storage is determined.  Note: The area between the hold and the discharge point must be covered (e.g. using a tarpaulin) to reduce spillage into the water and or wharf during discharge.   | When the grain is discharged into a… | Then… | | --- | --- | | conveyance | * continue to **stage 6** | | hopper and conveyed directly into storage | * continue to **stage 7** | | Port Operator/PIC |
| 6. | Each conveyance is inspected prior to use to verify it complies with the department’s *Conveyance Standards for Imported Bulk Grain*   | When the conveyance is… | Then… | | --- | --- | | compliant | the grain is discharged from the ship into the conveyance.  Note: grain trailers must have at least 30cm of freeboard below the top of trailer sides or below the base of any hungry boards. | | not compliant | the conveyance is not approved for use.  The importer must either   * rectify the issue and then have the conveyance re-inspected   or   * use another compliant conveyance | | Port Operator/PIC |
| 7. | Spillages are cleaned as they occur with collected material either disposed of as biosecurity waste or re-introduced into the pathway for processing. Weight of biosecurity waste is measured and recorded in the *Bulk Grain Weight Reconciliation Spreadsheet*.  Note: Biosecurity waste must be transported and disposed of by a department approved provider.  Note: *Bulk grain weight reconciliation spreadsheet* is to be completed and emailed to PIO on a daily basis [bulkgrain@agriculture.gov.au](mailto:bulkgrain@agriculture.gov.au). | Port Operator / PIC / BIP |
| 8. | On completion of discharge:   * all equipment and port areas contaminated with grain and any material derived from the imported grain are cleaned * collected material is disposed of as biosecurity waste * weight of biosecurity waste is measured and recorded in the bulk grain weight reconciliation spreadsheet.   **Important:**   * Biosecurity waste must be transported and disposed of by a department-approved provider. * Bulk grain weight reconciliation spreadsheet is to be completed and emailed to PIO on a daily basis (bulkgrain@agriculture.gov.au). | PIC/Port Operator |
| 9. | The BCNCC is notified when discharge and cleaning has been completed. | PIC/Port Operator |

## Transport of imported grain

Transport of imported grain can occur:

* *within the port precinct*, from the point of discharge to an AA site within the port precinct
* *outside the port precinct*, from the boundary of the port to an AA site, or between AA sites outside of the port precinct

Note: All conveyances used to transport imported grain must comply with the department’sConveyance Standards for Imported Bulk Grain.

The following table outlines the process for transporting imported bulk grain to an AA site for storage or processing.

| Stage | What happens | Responsible party |
| --- | --- | --- |
| 1. | The delivery location is determined.   | When the delivery location is… | Then… | | --- | --- | | within the port precinct | * go to **stage 2** | | outside the port precinct | * go to **stage 3** | | PIC/Transport Operator/Driver of conveyance |
| 2. | The loaded conveyance is secured and cleaned for transport within the port precinct.   | When the conveyance is a… | Then… | | --- | --- | | road vehicle with a grain trailer | * tarpaulins are securely fastened to all edges of the trailer * the tailgate and discharge chute are secured and checked for leaks * exterior of conveyance to be cleaned prior to departure * go to **stage 4** | | road vehicle with a tanker | * openings are secured and checked for leaks * exterior of conveyance to be cleaned prior to departure * go to **stage 4** | | PIC/Transport Operator/Driver of conveyance |
| 3. | The loaded conveyance is secured and cleaned for transport outside the port precinct.   | When the conveyance is a… | Then… | | --- | --- | | road vehicle with a grain trailer | * the load level is checked to ensure a freeboard of at least 30cm below the top of truck sides (or below the base of any hungry boards) * uneven loads are levelled * tarpaulins are securely fastened to all edges of the trailer * all openings are secured * grain locks are applied * latches on the discharge chute and tailgate are locked * tamper evident seals are applied to the tailgate and discharge chute * the trailer is checked for leaks * the exterior of the conveyance is cleaned | | Road tanker | * all openings are secured * latches on discharge chute are locked * tamper evident seals are applied to all openings of the conveyance * the tanker is checked for leaks * exterior of conveyance to be cleaned prior to departure from the point of discharge | | Container | * all openings are secured * latches on openings are locked * tamper evident seals are applied to all openings * the container is checked for leaks * the exterior of the conveyance is cleaned | | Rail wagon | * all openings are secured * latches are locked * tamper evident seals are applied to all openings * the wagon is checked for leaks * exterior of conveyance to be cleaned prior to departure |   Note: these standards may be modified to take into account particular biosecurity risks associated with specific imports, and locations and may include specific hours of operation and speed limits and routes of transport. Any changes will be included in the permit conditions. | PIC/Transport Operator/Driver of conveyance |
| 4. | An *Imported* *Bulk Grain Delivery Form* is completed and carried with the driver to the AA site; where weights are recorded the *Bulk grain weight reconciliation spreadsheet* is completed.  Note: *Bulk grain weight reconciliation spreadsheet* is to be completed and emailed to PIO on a daily basis [bulkgrain@agriculture.gov.au](mailto:bulkgrain@agriculture.gov.au). | Driver of conveyance/PIC |
| 5. | The AA site is notified of the estimated arrival time. | Driver of conveyance/PIC |
| 6. | The grain is transported directly to the AA site via a department-approved transportation route as articulated in the PMS.  **Important**: During road transport outside of the port precinct, satellite-tracking devices must be used. | Transport Operator/Driver of conveyance |
| 7. | In the event of a spill or accident during transport refer to **section**: [**Bulk Grain Recovery Procedures**](#_Bulk_grain_recovery) | Driver of conveyance/Transport Operator |
| 8. | Grain is received and discharged at a Class 2.7 or 3.1 AA site. Refer to **section**: [**Storage of imported grain**](#_Storage_of_imported)or [**Processing of imported bulk grain**](#_Processing_of_imported) | Driver of conveyance/PIC |
| 6. | After the discharge of the load at the AA site, conveyances are cleaned and/or secured.   | When the conveyance is to be… | Then prior to leaving the AA site… | | --- | --- | | secured overnight at the AA site or the port  **OR**  delivering another load that day | * tarpaulins are securely fastened to all edges of the trailer (for road only) * openings are secured * the exterior of the conveyance is cleaned to remove grain residues | | stored outside the port or AA site  **OR**  used to carry domestic goods | * the interior and exterior of the conveyance is cleaned to remove any residues | | PIC/Transport Operator/Driver of conveyance |

## Storage of imported grain

Imported grain may be transported to an intermediary storage facility (Class 2.7 AA site) prior to being transported to a processing facility (Class 3.1 AA site).

**Important**: Imported grain must be handled in accordance with the Class 2.7 AA conditions.

The following table outlines the processes for receiving, storing and out loading imported grain.

|  |  |  |
| --- | --- | --- |
| Stage | What happens | Responsible party |
| 1. | The BCNCC is provided with a schedule of receival activities. | BIP |
| 2. | The conveyance delivering imported grain is inspected for compliance with the department’s *Conveyance Standards for Imported Bulk Grain*.   | When the conveyance is… | Then… | | --- | --- | | compliant | * proceed to **Stage 3** | | non-compliant | * inform the BCNCC of * the nature of the non-compliance * the details of the conveyance. * **continue to Stage 3.**   **Note:** Details of non-compliance are supplied to PIO, who will advise BCNCC of any required corrective actions. | | BIP/Driver of conveyance |
| 3. | Delivery details are recorded.   | When the receiving AA site is… | Then… | | --- | --- | | within the port precinct | * delivery weights are measured and recorded on the *Bulk grain weight reconciliation spreadsheet*. | | outside the port precinct | * the tamper evident seals are verified * delivery weights are measured and recorded on the *Bulk grain weight reconciliation spreadsheet*. * the *Imported Bulk Grain Delivery record* is completed. | | BIP/Driver of conveyance |
| 4. | The sending party is notified on receipt of each delivery of imported grain. | BIP |
| 5. | The grain is unloaded into a designated grain intake and transferred into dedicated storage areas until required for outloading.  Note: The AA site must have dust control systems in place. | BIP/Driver of conveyance |
| 6. | Grain is inspected for live pests during receival.   | When live pests or vertebrate animal material… | Then… | | --- | --- | | are detected | * discharge from the vessel is immediately ceased * the BCNCC is notified of the detection   **Note:** Details of the detection are supplied to PIO, who will advise BCNCC if discharge can recommence and of any required corrective actions. | | are not detected | **continue to stage 7.** | | BIP |
| 7. | The BCNCC is provided with a schedule of outloading activities. | BIP |
| 8. | Grain is outloaded into conveyances meeting the department’s *Conveyance Standards for Imported Bulk Grain*.  Refer to **section**: [**Transport of imported grain**](#_Transport_of_imported) | BIP |
| 9. | Screenings, dust, spillages and residue generated at the AA site during operations and at outloading is contained and either disposed of as biosecurity waste or re-introduced into the pathway Weight of biosecurity waste is measured and recorded in the *Bulk Grain Weight Reconciliation Spreadsheet*.  Note: The AA site must have an effective hygiene and pest control program in place.  Note: *Bulk grain weight reconciliation spreadsheet* is to be completed and emailed to PIO on a daily basis [bulkgrain@agriculture.gov.au](mailto:bulkgrain@agriculture.gov.au). | BIP |
| 10. | On completion of outloading, the surrounding area and equipment are cleaned with collected material disposed of as biosecurity waste. Weight of biosecurity waste is measured and recorded in the *Bulk Grain Weight Reconciliation Spreadsheet*.  Note: *Bulk grain weight reconciliation spreadsheet* is to be completed and emailed to PIO on a daily basis [bulkgrain@agriculture.gov.au](mailto:bulkgrain@agriculture.gov.au). | BIP |
| 11. | Biosecurity areas (including grain handling equipment) are decontaminated prior to use with domestic grain. | BIP |
| 12. | The BCNCC is notified when decontamination has been completed.  Note: Written departmental approval is required prior to handling domestic grain. | BIP |

## Processing of imported bulk grain

Grain may be transported to a processing facility (Class 3.1 AA site) directly from the port or from an intermediary storage facility (Class 2.7 AA site); or grain by-products still subject to biosecurity control may be transported from a processing facility (Class 3.1 AA site) to another processing facility (Class 3.1 AA site).

**Important**: Imported grain or grain by-products still subject to biosecurity control must be handled and processed in accordance with the Class 3.1 AA conditions and import permit conditions.

The following table outlines the process for receiving, storing and processing imported grain or grain by-products still subject to biosecurity control.

| Stage | What happens | Responsible party |
| --- | --- | --- |
| 1. | The department is provided with a schedule of receival activities. | BIP |
| 2. | The conveyance delivering imported grain is inspected for compliance with the department’s *Conveyance Standards for Imported Bulk Grain* or grain by-products still subject to biosecurity control are inspected for compliance with the department-approved SOM   | When the conveyance is… | Then… | | --- | --- | | compliant | * proceed to **Stage 3** | | non-compliant | * inform the BCNCC of the nature of the non-compliance and the details of the conveyance. * proceed to **Stage 3**   Note: Details of non-compliance are supplied to PIO. PIO will advise BCNCC of any required corrective actions | | BIP / Driver of conveyance |
| 3. | Delivery weights are measured and recorded on the *Bulk grain weight reconciliation spreadsheet*, tamper evident seals are verified and the *Imported Bulk Grain Delivery record* is completed.  **Note**: *Bulk grain weight reconciliation spreadsheet* is to be completed and emailed to PIO on a daily basis [bulkgrain@agriculture.gov.au](mailto:bulkgrain@agriculture.gov.au). | BIP/Driver of conveyance |
| 4. | The sending party is notified on receipt of each delivery of imported grain or grain by-products still subject to biosecurity control. | BIP |
| 5. | The imported grain or grain by-products still subject to biosecurity control is/are unloaded into a designated grain intake and transferred into dedicated storage areas until required for processing.  **Note**: The AA site must have dust control systems in place. | BIP/Driver of conveyance |
| 6. | The imported grain or grain by-products still subject to biosecurity control is/are processed in accordance with import permit conditions to mitigate the biosecurity risk. | BIP |
| 7. | Processing parameters and end products are monitored during production and records kept.   | When monitoring indicates… | Then… | | --- | --- | | failure to meet the processing requirements (including the presence of whole grain and weeds) | * processing is ceased * inform the BCNCC * re-treat the product or dispose of as biosecurity waste | | processing meets import permit conditions | * relevant grain processing records are completed stating that the conditions of the applicable import permit and the approved arrangement site operations manual have been met. * processed imported grain is released from biosecurity control | | BIP |
| 8. | The department is provided with a schedule of out loading activities for grain by-products still subject to biosecurity control (if applicable). | BIP |
| 9. | Biosecurity waste (e.g. screenings, dust, spillages, residues) generated at the AA site is contained and disposed of. Weight of biosecurity waste is measured and recorded in the *Bulk Grain Weight Reconciliation Spreadsheet*.  **Important**: The AA site must have an effective hygiene and pest control program in place.  Note: *Bulk grain weight reconciliation spreadsheet* is to be completed and emailed to PIO on a daily basis [bulkgrain@agriculture.gov.au](mailto:bulkgrain@agriculture.gov.au). | BIP |
| 10. | Biosecurity areas (including handling equipment) are decontaminated prior to use with domestic grain. | BIP |
| 11. | The BCNCC is notified when decontamination has been completed.  Note: Written departmental approval is required prior to handling domestic grain. | BIP |

## Bulk grain recovery

The following table outlines the process for recovering grain in the event of an accident or breakdown to a vehicle transporting imported grain.

| Stage | What happens | Responsible party |
| --- | --- | --- |
| 1. | A conveyance transporting imported grain has an accident or breaks down resulting in either a spillage or the inability to transport grain to the AA site. | Driver of conveyance/ Transport Operator |
| 2. | The department-approved emergency procedure is initiated which includes:   * notifying the department * In the event of a spillage, a clean-up crew will be dispatched with equipment appropriate to manage the extent of the spillage. | Driver of conveyance/Transport Operator/PIC |
| 4. | Any clean-up and follow-up action is coordinated by PIO and supervised by a Biosecurity Officer in the local region.  **Note**: The department may require the application of a pre-emergent herbicide or removal of the top layer of contaminated soil. | PIO/Biosecurity Officer |
| 5. | Recovered grain and contaminated soil will be transported to an AA 2.7 or 3.1 or disposed of as biosecurity waste.  **Note**: Weight of biosecurity waste is estimated and recorded in the *Bulk Grain Weight Reconciliation Spreadsheet*. | PIC/Transport Operator/Driver of conveyance |
| 6. | Equipment used during the recovery is cleaned to remove grain residues. | PIC/Transport Operator/Driver of conveyance |
| 7. | The need for surveillance and treatment of the site for exotic weeds or germinating grains is determined and carried out.   | When surveillance… | Then… | | --- | --- | | detects pests of concern | * a response will be coordinated by the department | | does not detect any pests of concern | * the recovery is considered effective | | PIO/OSS |

## Record keeping

Records must be retained and presented on request from the department, in accordance with:

* AA conditions
* PMS requirements
* Department of Agriculture instructional material

## Related material

The following related material is available on the department’s website:

*Reference: Conveyance Standards for Imported Bulk Grain*

*Reference: Imported Bulk Grain Delivery Record*

*Reference: Bulk grain weight reconciliation spreadsheet*

*Reference: Imported bulk grain pre-arrival information*

*Reference: Imported bulk grain Site Operation Manual requirements*

*Reference: Imported Bulk grain Process Management System requirements*

## Version history

The following table details the published date and amendment details for this document.

| Version | Date | Amendment details |
| --- | --- | --- |
| 1.1 | 18/02/2019 | Second publication of this guideline. |
| 1.2 | 06/06/2019 | Update to policy statement. |
| 1.3 | 31/07/2019 | Update to storage processes. |

## Attachment 1: Bulk grain import pathway showing critical control points for management of biosecurity risk

