



REFERENCE

Conveyance standards for imported bulk grain

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Purpose of this document

To set out standards for road and rail conveyances permitted to carry 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 a Class 2.7 or 3.1 approved arrangement.
Conveyance	A container, vehicle or train used to transport imported bulk grain.
Emergency Warning Label (EWL)	A label to be affixed to the conveyance. The label alerts the emergency services to the biosecurity risks associated with the contents of the conveyance. Important: The label must have the words 'Grain Subject to Biosecurity Control'.

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Term	Definition
Grain	Seed of cereals, oil seeds and pulses.
Port	First point of entry for incoming vessels as determined by the Director of Biosecurity.
Port operator	Entity facilitating the arrival of vessels or goods subject to biosecurity control at a first point of entry port. Examples include third-party operators leasing berth space, stevedores, shipping lines and other logistical agents.
Port precinct	Areas within or adjacent to the security regulated boundary of a port.
Tamper-evident seal	A seal with a serial number that when applied/locked is impossible to remove without leaving evidence of tampering.
Tarpaulin	Polyester fabric (scrim) coated on both sides with PVC with a minimum weight of 550 grams per square metre.
Vehicle	Includes prime movers, trailers or tankers used to transport bulk grain

Background

The department has strict requirements which must be complied with in order to manage the biosecurity risks associated with imported grain as outlined in the Guideline:

[Management of grain imported bulk in-ship's hold.](#)

Scope

This standard defines the requirements for road and rail conveyances to control the leakage of grain or dust during transport of imported grain from the point of discharge through to the point of processing of bulk grain.

The import permit holder is responsible for ensuring that a transport operator has been engaged to provide conveyances meeting the requirements of this standard.

Compliance against these standards will be verified by biosecurity officers, biosecurity industry participants and port operators during the transport of grain from the port of entry to AAs. Non-compliance may result in the application of additional biosecurity measures, corrective actions and departmental supervision.

Conveyance requirements

All conveyances

The following table outlines the basic requirements for all conveyances used to transport imported grain.

Conveyance type	Delivery Location	Requirements
All conveyances	All approved locations	Clean of previous cargoes prior to loading
		Registered, properly maintained and in a roadworthy condition
		Carry appropriate safety equipment. Drivers must wear personal protective equipment as required by

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		the port operators and/or by the BIP. As a minimum they must have and wear a high visibility vest, hard-hat, eye protection, enclosed footwear
		Driver to be aware of biosecurity risks of bulk grain. Note: Refer to the <i>Guideline: Management of grain imported bulk in-ship's hold</i>
		Carry emergency procedure plan and recovery equipment (such as brooms, shovels, buckets and tarpaulins)

Specific conveyance requirements

The following table outlines the requirements for specific types of conveyances used to transport imported grain.

Conveyance type	Delivery Location	Requirements
Road vehicle (trailer or tanker)	All approved locations	All metal smooth welded body in sound condition
		Open-top trailers must have rollover tarpaulins
		Seals on tailgate and discharge chute are in sound condition
		Seals must be taped on the inside of the trailer body
		Tailgate and discharge chute closes properly to ensure no leakage of grain
		Must display an A4-sized sign in the cabin stating 'Grain subject to biosecurity control'
	Approved locations outside the port precinct only	EWL to be affixed to all sides of the trailer/tanker. These labels must remain on it until it has been decommissioned
		Carry and complete an <i>Imported bulk grain delivery record</i>
		Carry and operate a satellite-tracking device at all times while moving imported grain
		The tailgate and the discharge chute must have individually lockable latches so that they cannot be opened inadvertently by vibration during transport, failure of the normal latching mechanism or by activation from the cabin
		The tailgate and discharge chute must have provision for the application of tamper-evident seals
		Grain locks are in place and used

Container (by road or rail)	All approved locations	There is no external light visible from inside the container when all openings are closed
		EWL to be affixed to all sides of the container. These labels must remain on it until it has been decommissioned
		Carry and complete an <i>Imported bulk grain delivery record</i>
		Road vehicles must display an A4-sized sign in the cabin stating 'Grain subject to biosecurity control'
		All openings must have individually lockable latches so that they cannot be opened inadvertently by vibration during transport, failure of the normal latching mechanism or by activation from the cabin
		All openings must have seals that are in sound condition
		All openings must have provision for the application of tamper-evident seals
		Containers must be transported on conveyances with solid flat decks or of a skeletal type construction to ensure flexing and movement of containers during transport is kept to a minimum
Rail wagons	All approved locations	Carry and complete an <i>Imported bulk grain delivery record</i>
		All safety devices such as hand brakes, handrails, ladders and brake mechanisms must be in good working order and maintained
		Discharge chutes, holds or other openings are to be sound, leak proof and sealable to prevent the leakage of any grain (seals should be modified with extra rubber)
		All openings must have individually lockable latches so that they cannot be opened inadvertently by vibration during carriage, failure of the normal latching mechanism or by activation from the cabin
		The discharge chutes and other openings will have provision for the application of tamper-evident seals
		EWL to be affixed to all sides of each wagon that enable the vehicle to be clearly identified. These labels will remain on it until it has been decommissioned

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 reference.
1.2	06/06/2019	Updated background information