

<p>SEMAPHORE</p> <p>CONTAINER SERVICES</p>	<p>SCS Export Stem Management Vessel Nomination Process & Reference Prices</p>	<p>Version No. 001</p> <p>Date: 15/01/2018</p>
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A. Stem Management

1. Capacity is allocated under a first in/first serve basis. The client must lodge an intent to ship advice as per annexure 1. Capacity will be allocated on a first half (FH) and last half (LH) basis for each month with 13 – 15 day slot windows.
2. The operator (Semaphore Container Services) after receipt of a valid intent to ship advice will have 3 business days to respond and either accept or decline the intent to ship.
3. Factors in assessing a valid intent to ship form include, but not limited to;
 - (a) Current stem allocations
 - (b) Availability of common user berth at Osborne 1
 - (c) Berth limitations to accommodate parcel/vessel size
 - (d) If client has an existing storage and handling agreement in place with the operator
 - (e) Accumulation and origin of cargo destined for export
4. For avoidance of doubt, all intent to ship advices will be dealt in time stamp order.
5. Once an intent to ship advice has been confirmed, the booking fee will be invoiced in accordance with the reference prices and payable within 5 business days from date of invoice.

B. Slot Management and Vessel Nomination Process

1. 30 days prior to the initial shipping slot (or at point of the slot nomination acceptance if prior), a '10-day laycan' will be allocated to the client. Note the '10 day laycan' will fall within the previous first half (FH) or last half (LH) allocation period within month, unless agreed otherwise between both parties.
2. The proposed *Transport Plan* is to be provided by the exporter to the operator at least 15 days prior to the allocated '10 day laycan' or on vessel nomination, whichever occurs first within the sequence.
3. Within 2 business days of a complete *Transport Plan* provided by the client, the operator will advise the client on allocated bin capacity available at the consolidation point.
4. A vessel nomination is to be provided to the operator no later than 22 days prior ETA and within the previous allocated 10 day laycan. The client must lodge a vessel nomination form as per annexure 2. Proposed parcel sizes and grades, blending requirements and specifications of the vessel for assessment to meet the Port specifications governing at the time of nomination. The operator at their discretion may consider a vessel nomination received on less than 22 days notice.
5. The operator will have 1 business day to formally reject or accept the vessel nomination.
6. After formal acceptance, the operator may accept a substitution of vessel basis there is no material impact to the original vessel performance dates and/or any subsequent vessels and/or common users at the berth precinct.
7. The operator at its discretion may allow an extension of the previous allocated 10 day laycan where practical, subject to no material impact on subsequent vessels and/or common users at the berth precinct.

C. Reference Prices

Fee	Rate
Booking Fee	\$5.00 (\$AUD per MT)
Vessel Loading Fee	\$20.00 (\$AUD per MT)
Shrink	0.7% intake weight

Inclusions

- Receival, weighing via certified weighbridge, quality analysis via certified testing station, inward elevation and handling of the product as directed by the client to receive at the consolidation point.
- Short term storage as required for export loading.
- Movement of the grain from the point of consolidation to the point of export.
- Relevant DAWR inspection as required by the export control act and shipping documentation.
- Stevedoring of the cargo into the vessel carrying holds (stow trimmed as per direction of vessel).
- Visual inspection and sample collection as directed by the client throughout loading.
- Fees are based on the loading of cereal grains through the facility with all other commodities priced on application.

Exclusions

- Fumigation unless requested by the client and can be facilitated by the operator.
- Wharfage or any other related Port charges.
- Any other fees and charges outside of the reasonable control of the operator. For avoidance of doubt including but not limited to vessel demurrage, breakdown.

As the Booking Fee is a prepayment, on finalisation of vessel loading a reconciliation will take place where any variance within 10% of the initial booking tonnes will be invoiced or credited. This will coincide with the invoicing of the Vessel Loading Fee of which on receipt will be settled within 5 business days of invoice.

**SEMAPHORE
CONTAINER SERVICES**

**INTENT TO SHIP
ADVICE
Annexure 1**

**Version No. 001
Date: 15/01/2018**

INTENT TO SHIP ADVICE

Client Name: _____

Preferred Shipping Month: _____

First Half - 1st – 15th

Last Half - 16th End of Month

Anticipated Vessel Type:

Handy Hatch

Quality parameters /comments

Tonnes	Load Grade	Quality Specifications				
		PRO		TW	SCR	MOI
		Min	Max	Min	Max	Max

Authorised Client Representative: _____

Date: _____

Authorised SCS Representative: _____

Acceptance: Accept Decline

Date & Time (if) Accepted: _____

Client Booking Ref Code: _____

SCS Authorised Signature: _____

BULK VESSEL NOMINATION FORM

Client Name: _____
Client Booking Ref Code: _____
Shipment Month: _____
Narrowed Laycan: _____
Total Tonnage: _____
Tolerance: _____

Parcel / Contract Grades

Grade no. 1:	_____	Grade no. 2:	_____
Client Reference:	_____	Client Reference:	_____
Tonnages:	_____	Tonnages:	_____
Blends:	_____	Blends:	_____
Destination:	_____	Destination:	_____

Vessel Details

Vessel Name: _____

Owner:	_____	ETA:	_____
Flag:	_____	LOA:	_____
Gross Tonnage:	_____	Beam:	_____
Net Tonnage:	_____	Max Sum Draft:	_____
DWT:	_____	Holds:	_____
Vessel Agents:	_____	Year Built:	_____

Grain Cubics: **No. 1:** _____ **No. 2:** _____ **No. 3:** _____
 No. 4: _____ **No. 5:** _____

Prior 3 x Cargoes (no. 1 most recent): _____

Authorised Client Representative: _____

Date: _____