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Stack Run In (SRI) - Full Guidelines

To support improved terminal efficiency, the following are updated guidelines **Stack Run In (SRI)** requests. These measures form part of a service trial and are subject to review.

1. Volume & Timing

- Volumes:
 - o 8-hour run: Minimum 12, Maximum 32 units.
 - 12-hour run: Minimum 24, Maximum 48 units.
 - o 16-hour run: Minimum 32, Maximum 64 units.
 - 20-hour run: Minimum 40, Maximum 80 units.
 - o 24-hour run: Minimum 48, Maximum 96 units.
- Run start times can only be as follows: 0600/1000/1400/1800/2200/0200hrs.
- Run end times can only be as follows: 0500/0900/1300/1700/2100/0100hrs.

Night Shift Runs (2200–0600hrs): Up to 6 or 8 containers manifest per zone permitted, subject to capacity, with a minimum of 48 and maximum of 64 units. Multi vessel runs permitted subject to matching export receival periods.

2. Vessel Requirements

- Must be for the same vessel.
- Port of Discharge (POD) is flexible.

3. Request Timeframes & Manifest Limits

- Standard submission from 48 hours prior to cut-off:
 - O Approved at maximum of 4 manifests per zone.
 - Also subject to terminal capacity and discretion.

Exception submission from 72 hours prior to cut-off:

- O Approved at maximum of 2 manifests per zone.
- Subject to terminal capacity and discretion.
- Standard submission must made prior to this request.

4. Dual Manifesting

SRI may be dual manifested with an SRO, provided both SRI and SRO requirements are followed.

5. Submission Requirements

SRI requests must be lodged 3 business days in advance of planned date of requested run, in line with the submission deadlines below.

6. Restrictions

- Hazardous units are **not** permitted on SRIs.
- Reefers **are** permitted.

6. SRI Submission Deadlines

Day of Requested Run Submission Deadline (14:00hrs)

Monday Previous Wednesday
Tuesday Previous Thursday
Wednesday Previous Friday
Thursday Previous Monday
Friday Previous Tuesday
Saturday & Sunday Previous Wednesday

7. Approvals & Carrier Responsibilities

- All runs are subject to final terminal approval.
- Submission does not guarantee run approval.
- Runs are subject to change at any time.
- It is the carrier's responsibility to check the final status of their run before the first zone commences.
- The terminal will always factor in the overall fairness of demand so that no single carrier is impacted adversely and will adjust accordingly.