

White Sugar Futures Delivery Ports

Delivery Ports

Delivery may be made from any one of the designated ports listed below:

Country	Delivery Port(s)
Algeria	Bejaia
Argentina	Buenos Aires, Rosario, Campana
Australia	Mackay, Bundaberg, Brisbane
Belgium	Antwerp, Zeebrugge
Brazil	Recife, Maceio, Suape, Natal, Vitoria, Santos, Imbituba, Itajai, Paranagua
Bulgaria	Varna
Canada	Vancouver
Chile	San Vicente
China	Guangzhou, Huangpu, Rizhao, Shekou, Xiamen
Colombia	Buenaventura
Croatia	Rijeka
Egypt	Ain Sukhna, Alexandria, Damietta, Port Said
France	Calais, Dunkirk, Le Havre, Marseilles, Rouen
El Salvador	Acajutla
Germany	Bremen, Hamburg, Rostock
Guatemala	Puerto Quetzal
India	Chennai, Kakinada, Kandla, Mumbai, Mundra, New Tuticorin
Italy	Manfredonia
Korea	Inchon, Ulsan
Malaysia	Penang, Port Kelang
Mauritius	Port Louis

Country	Delivery Port(s)
Mexico	Veracruz, Manzanillo
Morocco	Casablanca
Mozambique	Beira, Maputo
The Netherlands	Amsterdam, Delfzijl, Eemshaven, Flushing, Rotterdam
Pakistan	Karachi, Port Muhamma Bin Qasim
Peru	Salaverry
Philippines	Manila, Pulupandan
Poland	Gdansk, Gdynia, Szczecin
Portugal	Leixoes, Lisbon
Romania	Constantza
Russia	Novorossiysk, Tuapse
Saudi Arabia	Jeddah
Singapore	Singapore
South Africa	Durban
Spain	Bilbao, Cadiz, Gijon, Santander
Sudan	Port Sudan
Thailand	Bangkok/Kohsichang, Laemchabang/Sri Racha
Turkey	Mersin, Trabzon
U.A.E.	Jebel Ali
Ukraine	Odessa
United Kingdom	Immingham
U.S.A.	New Orleans, Savannah

Delivery

- Delivery shall be at one of the designated ports, included in the list of ports published by the exchange.
- The sugar, whatever its origin or destination, shall be loaded in accordance with the Contract Terms and at a rate of no less than 1,500 tonnes per weather working day.
- The seller shall be responsible for all expenses pertaining to delivery and loading of sugar into the vessel, including freight taxes and other taxes of any nature of the country of origin or loading. The buyer shall be responsible for all expenses relating to pilotage, wharfage, customs fees and similar charges pertaining to the entry and exit of the vessel at the port.

Bagging

- The sugar shall be packed in new sound polypropylene bags, each with a single new polythene liner, of a weight of minimum 50kg net each of sugar and each bag and liner having a combined minimum tare of 160g.
- The bags of each lot shall be uniform and suitable for export. All bags shall be of a colour and other aspects as customarily used for export by the relevant producer, and for each lot each bag shall bear the same minimum marks written in the English language stating the following: product description (e.g. refined sugar), net weight, origin, crop or production year, an expiry being at least two years later than production or a validity period of at least two years, and the name of the producer. Additional marks are permitted provided that they are not contrary to or do not contradict other provisions set out in this Rule III.2, including the marks referred to above.

Further information

London Soft Commodity Derivatives

+44 (0)20 7012 8798 / softs@theice.com

theice.com/products/Futures-Options/Agriculture