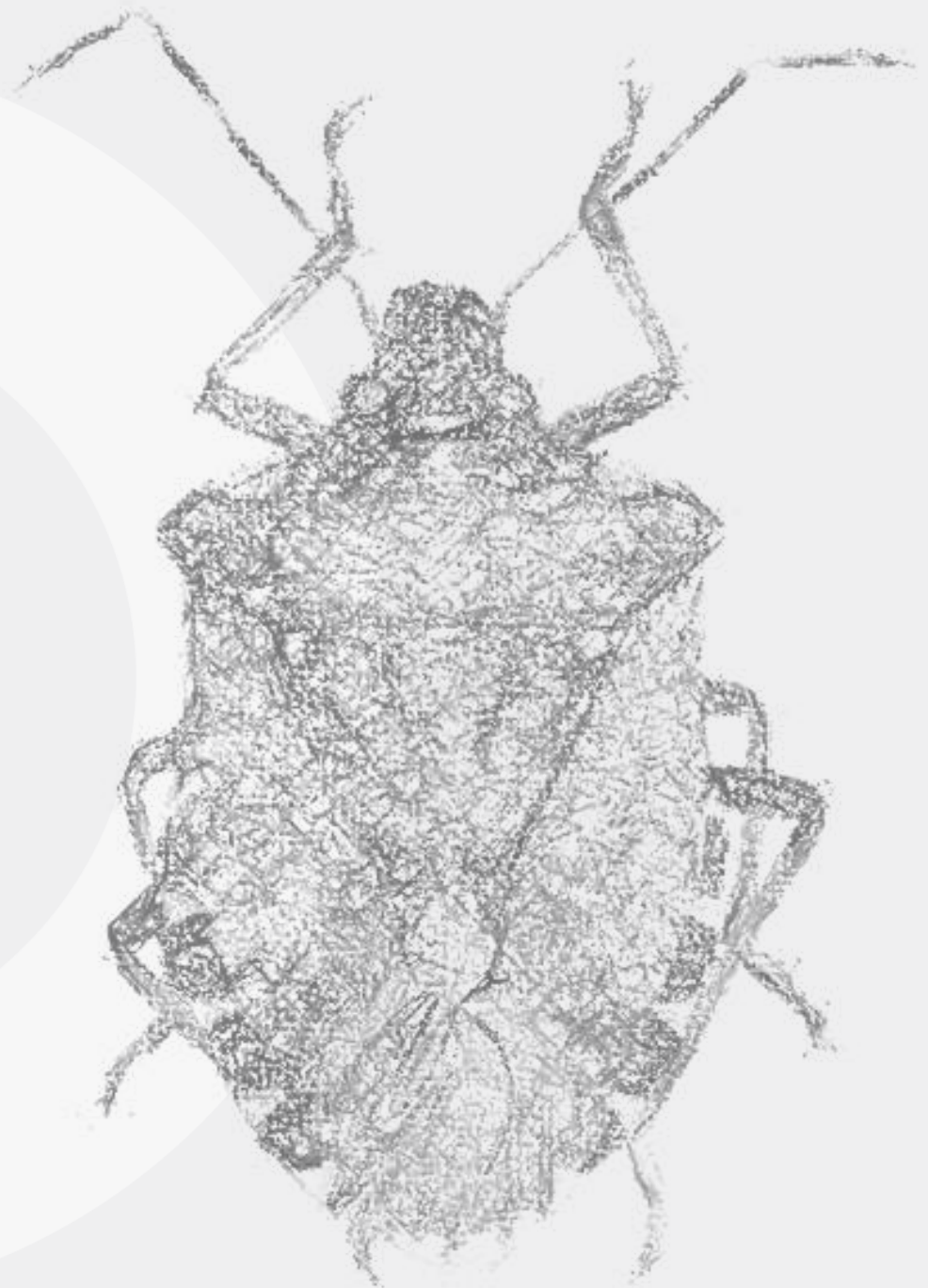


BMSB Guide

1st of September 2020

This presentation is based on the regulations published on 1st of September 2020 and may not reflect the latest updates.





BMSB governmental regulations for Australia, New Zealand, Papeete and Noumea



- Time frame for mandatory treatment from September 1st until May 31st(incl.) for AU cargo and until April 30th (incl.) for New Zealand, Papeete & Noumea.



- Treatment options similar to previous seasons, Sulphur Fluoride and Heat Treatment as only accepted options from Europe.



- The 120 hours window remains active for all countries for cargo with destination Australia, Noumea, Papeete from September 1st to December 1st.



- From December 1st, the 120 hours window is not applicable for Australia, but remains for New Zealand cargoes until end of season.



- NUFT declarations applicable for Australia, Papeete and Noumea from December 1st to end of season.

*WW Ocean regulations may apply for NUFT (New and Unused and not Fiel Tested)

Targeted Risk Countries for the season 2020/2021

Albania	Bosnia & Herzegovina	Georgia	Kazakhstan	Netherlands	Slovenia
Andorra	Bulgaria	Germany	Liechtenstein	Romania	Spain
Armenia	Canada	Greece	Luxembourg	Portugal	Switzerland
Austria	Croatia	Hungary	Macedonia	Russia	Turkey
Azerbaijan	Czech Republic	Italy	Moldova	Serbia	Ukraine
Belgium	France	Kosovo	Montenegro	Slovakia	USA
Japan*					

New Countries 2020 -2021

* Heightened vessel surveillance only

WW Ocean additional requirements

- All Cargo for **Noumea** and **Papeete** must be treated according to the DAWE/MPI* regulations
- Cargo from risk countries to South Africa and Reunion – WW Ocean reserves the right to inspect and treat samples of any cargo loading on our AUS/NZ service. WW Ocean may introduce measures on such cargo to protect the Biosecurity of our shipments. These inspections and treatments do not absolve the shipper of their obligation to present pest free cargo for shipment.
- NUFT - WW Ocean will accept NUFT certificates for Cargo produced after December 1st for all countries except Hungary, Romania, Turkey and Italy. In case of findings, WW Ocean reserves the right to treat infested NUFT cargo at shippers' expense. NUFT is not applicable for New Zealand
- **Transshipment** cargo must be in line with DAWE and MPI requirements.
- Cargo from watchlist countries** – WW Ocean will perform **extra surveys** and we may introduce measures on such cargo to protect the biosecurity of our shipments.

*DAWE: Department of Agriculture and Water Resources
MPI: Ministry for Primary Industries

**Belarus, Denmark, Ireland, Poland, Sweden, United Kingdom, Argentina
Uruguay , Chile, Japan, China, Korea, Taiwan and South Africa

Used cargo requirements

01

All used cargo shipped from all risk countries is required to be treated during the period from September 1st to end of season if shipped on vessels trading in the Oceania Service.

02

Used cargo from non-target countries will require a declaration form filled by Shippers to be provided to WW Ocean during the period from September 1st to end of season.

WW Ocean reserves the right to refuse to book or load the cargo based on the WW Ocean Clean cargo Policy.

03

Used cargo will not be accepted onto the Oceania bound vessels during BMSB season unless it is treated.

04

Used motorhomes and caravans will require treatment all year around regardless of origin and destination if vessels are trading in the Oceania Service.



Australia:

From September 1st (based on departure) to May 31st (based on arrival) of each year BMSB treatment is required. Departure from port of load must be after 30th of April to avoid any BMSB intervention on arrival.

- **High-Risk period:** From 1st of September (based on departure) to 30th of November (based on departure) of each year – No treatment exemptions – 120 hours transit time & treatment window is applicable.
- **NUFT Period*:** From 1st of December (based on production date) to 31st of May (based on arrival) of each year – Acceptance of NUFT Declarations. Treatment window of 120 hours is not applicable for Australian cargo.
- **End of Season:** From 1st of June (based on arrival) to 31st of August (based on departure) of each year – No restrictions – Used motorhomes to be treated all year round.

New Zealand:

From September 1st (based on departure) to April 30th of each year (based on arrival) BMSB treatment is required.

- **High-Risk period:** From September 1st(based on departure) to April 30th of each year (based on arrival) – No treatment exemptions – 120 hours window of transit time / treatment is applicable.
- **NUFT Period:** Not applicable for New Zealand cargo - The 120 hours window remain applicable during all BMSB season.
- **End of Season:** From May 1st (based on arrival) to August 31st (based on departure) of each year – No restrictions – Used motorhomes to be treated all year round.

*NUFT period may be subjected to change based in risk assessments, BMSB findings and/or weather temperature.



Papeete and Noumea:

From September 1st (based on departure) to April 30th (based on arrival) of each year WW Ocean requires treatment as per below:

- **High-Risk period:** From 1st of September (based on departure) to 30th of November (based on departure) of each year – No treatment exemptions – 120 hours transit time & treatment window is applicable.
- **NUFT Period*:** From 1st of December (based on production) to 31st of May (based on arrival) of each year – Acceptance of NUFT Declarations. Treatment window of 120 hours is not applicable as per Australian regulations.
- **End of Season:** From arrival date after the 30th of April to departure 31st of August of each year – No restrictions – Used motorhomes to be treated all year round.

*NUFT period may be subjected to change based in risk assessments, BMSB findings and/or weather temperature.

W° Treatment Methods

Sulphur Fluoride (SF)

Heat Treatment

Residual Insecticide (VCE1e)

This methodology is not under DAWE/MPI Treatment Providers Scheme and must be assessed by WW Ocean.

Valid Treatment Methods

WW Ocean only accepts **Heat treatment and Sulphur Fluoride** as a valid treatment methods. Other methodologies not included on the DAWE/MPI Treatment Providers Scheme are excluded. Any deviation of above must be addressed to WW Ocean in order to be assessed.

Sulphur Fluoride

Identification:

Treatment providers apply Sulphur Fluoride to the cargo completely wrapped and sealed or other providers use a fumigation enclosure. Cargo is fumigated to a level of 24 g/m³ during 12h/24h. Ventilation of cargo requires between 12h/24h.

Type of Cargo:

All cargo can be treated with this methodology. Treatment providers normally apply this methodology to rolling equipment and breakbulk cargoes.

Suppliers:

[Official treatment providers list](#)

Heat Treatment

Identification:

Treatment providers heat the treatment enclosure until sensors located on the cargo indicate 56 degrees for a minimum of 30 minutes.

Type of Cargo:

All cargo can be treated with this methodology and it is considered as a preferred option for many Shippers.

Suppliers:

[Official treatment providers list](#)

Residual Insecticide

Identification:

Only valid for Aircrafts and watercrafts shipped to **New Zealand**. Operative sprays insecticide around the unit. **Cargo must be retreated on arrival in New Zealand.**

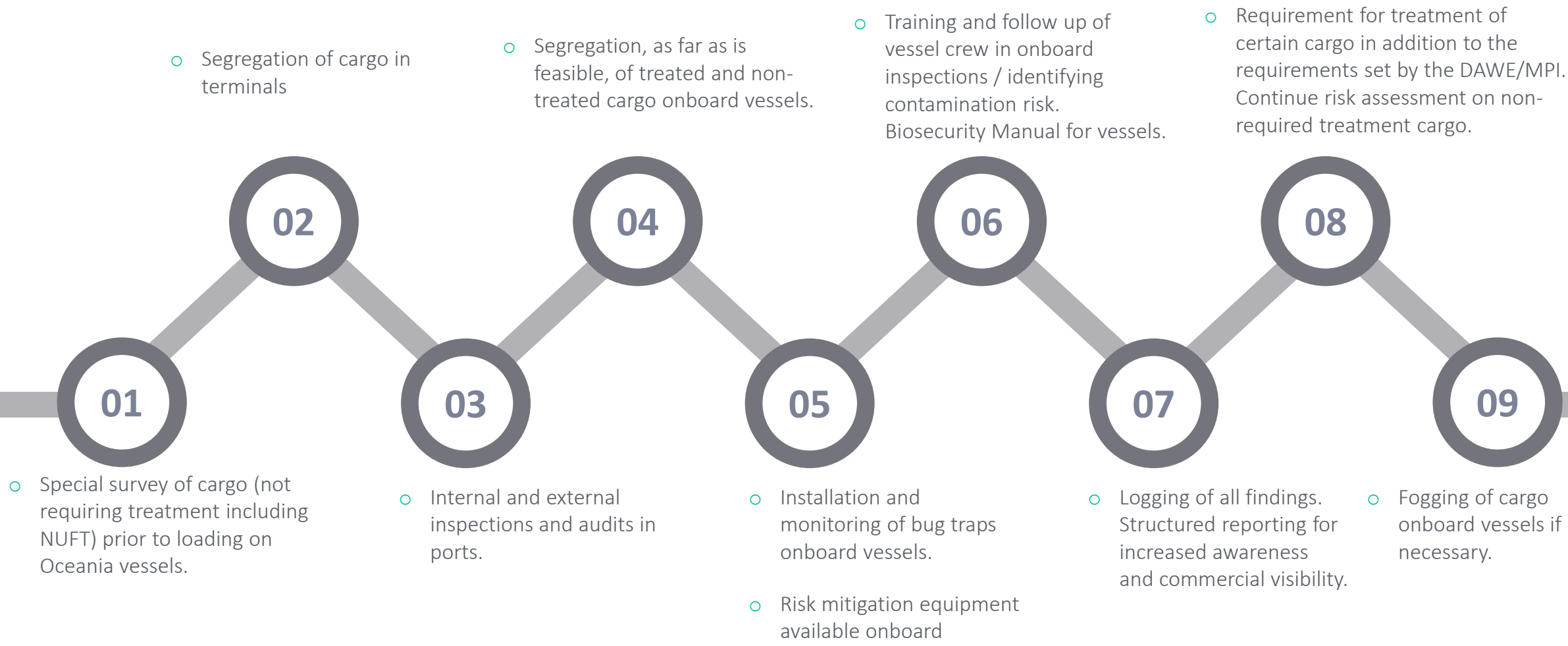
Type of Cargo:

Aircrafts and watercrafts.

Suppliers:

Requires WW Ocean approval before acceptance.

Biosecurity Proactive Measures and Counter Actions taken by WW Ocean



Shippers Responsibility

To protect their biosecurity, Australia and New Zealand require that all cargo presented for shipment must be free of contamination of any kind, particularly live insects.

- It is the shipper's obligation to always present clean cargo to the Port, and secure no contaminated cargo presented for loading (free of contamination of any kind, particularly live insects, not only BMSB)
- It is the importer's obligation to ensure compliance with BMSB treatment regulations.

WW Ocean encourage our Customers to constantly communicate and lobby with DAWE & MPI to limit risk, close loopholes, align standards so that the RoRo segment is not unfairly targeted.

Shippers must actively work to assess and minimize the risk of BMSB infestation of cargo throughout their facilities and entire supply chain.

Perform audits of treatment suppliers and share the result with WW Ocean.

Approve that cargo can be surveyed (regarding evidence of BMSB) and therefore to guarantee that cargo can be thoroughly surveyed. For example enabled to open doors, boxes, hoods etc.

Approve that WW Ocean can treat cargo on spot basis as part of our overall risk assessments.

Approve that WW Ocean can perform logistics audits along the supply chain (manufacturing facilities, compounds, etc.)

Acknowledge the responsibility and accountability in case of bug findings on treated and/or non-treated cargo

Acknowledge that all remedial/treatment costs, should evidence of BMSB be found, will be for the account of the shipper.

Present or make available additional data of the cargo (i.e. Production date, production facility, pathway to Port) as part of any Risk assessment or declaration.

Biosecurity Risk Mitigation and Self-Assessment by shippers

- WW Ocean encourage Shippers to actively work to identify and assess any potential risk of BMSB infestation of cargo at the source.
- To Conduct a Biosecurity Self-Assessment of the production facilities and Supply Chain as a first mitigation measure against BMSB and other pests.
- To implement pest management measures in all manufacturing facilities such as BMSB traps or periodical fumigations.
- Take mitigation measures during the transport of cargo to Port.
- We encourage our customers to share with WW Ocean their self-assessments and pest management measures taken in place in order to join efforts against the BMSB.

