

# BMSB Guide





**Season 2022 - 2023**

01<sup>st</sup> of September 2022 to 01<sup>st</sup> of May 2023

This presentation is based on the regulations  
published on 29<sup>th</sup> of July 2022 and may not reflect the  
last updates.



# W° BMSB Requirements Overview

-  **Mandatory treatment:** From 1st of September (Departure) until end of BMSB season\*.
-  **Treatment options:** SF (Sulphur Fluoride) and Heat Treatment as only accepted options from Europe.
-  **120 hours window:** Cargo must be loaded in 120h time frame after treatment or arriving to a high-risk country from nonhigh risk country.
-  Additional measures under WalWil Policy applicable to certain origins, used cargo and co-loading destinations in Oceania Service.
-  **NUFT\*** Declarations applicable for Australia, Papeete, Reunion and Noumea from December 1<sup>st</sup> to end of season.

\* End of Season varies depending Country of Destination

\* WW Ocean regulations may apply for NUFT

## Targeted Risk Countries for the season 2022 - 2023



**No New Additions for the Season 2022/2023**

 **United Kingdom**

 **China**

UK & China: Emerging risk countries for 22/23

Japan\*: DAFF: Special Surveillance MPI: Target Risk Country

# W° BMSB Season 2022 – 2023

## Australia and New Zealand

### Australia:



- Season starts **on 01<sup>st</sup> of September** (Departure) All Australian cargo requires treatment.



- 120 hours window:** Remains active from 01<sup>st</sup> of September to 01<sup>st</sup> of December.



- NUFT Declarations** applicable from December 01<sup>st</sup> to end of season. Only cargo with manufacture start on or after 01<sup>st</sup> December.



- From December 01<sup>st</sup>, the **120 hours window** is not applicable for Australia.



- End of Season** departure from first export port on or after 01<sup>st</sup> of May.

December 01st

May 01st

### New Zealand:



- Mandatory treatment:** From 1st of September (Departure) until end of BMSB season\*.



- 120 hours window:** Remains active from 1<sup>st</sup> of September to end of Season.



- NUFT Declarations** are not applicable during the BMSB Season



- End of Season** arrival date to New Zealand on or after 01<sup>st</sup> of May.

May 01st

# W° BMSB Season 2022 – 2023

## Noumea, Reunion and Papeete

In order to maintain the bio-security integrity of our vessels, WalWil reserves the right to inspect and treat any cargo loading on our Oceania service. These measures do not absolve the shipper of their obligation to present pest free and clean cargo.

### Noumea and Reunion



- Season starts **on 01<sup>st</sup> of September** (Departure) All Noumea and Reunion cargo requires treatment.



- 120 hours window:** Remains active from 1<sup>st</sup> of September to 01<sup>st</sup> of December.



- NUFT Declarations** applicable from December 01<sup>st</sup> to end of season. Only cargo with manufacture start on or after 01<sup>st</sup> December.



- From December 01<sup>st</sup>, the **120 hours window** is not applicable for Noumea and Reunion.



- End of Season** departure from export port on or after 01<sup>st</sup> of May.

December 01st

May 01st

### Papeete:



- Season starts **on 01<sup>st</sup> of September** (Departure) All Papeete cargo requires treatment.



- 120 hours window:** Remains active from 1<sup>st</sup> of September to 01<sup>st</sup> of December.



- NUFT Declarations** applicable from December 01<sup>st</sup> to end of season. Only cargo with manufacture start on or after 01<sup>st</sup> December.



- From December 01<sup>st</sup>, the **120 hours window** is not applicable for Papeete.



- End of Season** arrival date to Papeete on or after 01<sup>st</sup> of May.

May 01st

# W° Used Cargoes

01

All used cargo shipped from all risk countries is required to be treated during the period from September 01<sup>st</sup> to end of season if shipped on vessels trading in the Oceania Service (Departure date for start of season and Arrival date for end of season).

02

Used cargo from non-target countries will require a declaration form filled by Shippers to be provided to WW Ocean applicable during the period from September 01<sup>st</sup> 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 from high-risk countries will not be accepted onto the Oceania bound vessels during BMSB season unless it is treated.

This includes cargo from US to South America, Europe to North and South and Central America, and from Europe to South Africa (and Reunion if applicable).

04

Used motorhomes and caravans will require treatment all year around regardless of origin and destination.

# W° Transshipment Cargo

01

Cargo transshipped in Australia, Noumea, Papeete needs to be treated in accordance with DAFF/MPI regulations.

02

Cargo from targeted risk countries bound for Asia loaded on vessels calling Australia and New Zealand is required to be treated.

03

For Cargo from High-Risk Countries transshipped in Europe WW Ocean require customers to treat their cargo at the transshipment port.

04

Cargo from non-targeted countries needs to be transshipped in a non-targeted country. In this case, treatment not mandatory. \*





05

If there is no such transshipment solution in place, the transshipment cargo is required to be treated in accordance with the DAFF/MPI requirements in the transshipment port at the cost of the shipper. WW Ocean will not take the responsibility for the 120 hours dwell time in the transshipment port.

\*For cargo to Australia, Reunion, Noumea, Papeete transshipped after December 01<sup>st</sup> does not require to be transshipped in a non-targeted risk country.

# W° NUFT: New, Unused and Non-Field-Tested Cargo



- Cargo shipped to Australia can be exempted of treatment if units have commenced the manufacture on or after 01<sup>st</sup> December 2022.
  - NUFT Declarations must have start of manufacture date always on or after December 01<sup>st</sup>.
  - Goods must be classed as new and classified under the following tariff chapters only: 82, 84, 85, 86, 87, 88 & 89.
  - NUFT is also applicable to another destination such as Papeete, Noumea and Reunion.
  - NUFT is NOT applicable for **NEW ZEALAND**.
  - A copy of the declarations must be presented to WalWil prior loading together with a document including full serial numbers and production dates.
  - DAWE will also require your declaration for cargo clearance on arrival. Declaration must be shared with your brokers/agents locally.
- [Template Download](#)
- Wallenius Wilhelmsen does not accept NUFT declarations for:
    -  **Italy**
    -  **Romania**
    -  **Hungary**
    -  **Turkey**

# Wallenius Wilhelmsen Clean Cargo Guideline

It is the customer's responsibility to ensure that their products are clean when they are delivered to a port for export. The following is a quick but invaluable guide to what to look out for in order to ensure your product is clean enough.

## MAKE SURE TO PREPARE YOUR PRODUCTS ON TIME

It is important that products are delivered to the port early enough to ensure ample time to properly inspect and clean or treat the unit in accordance with destination requirements. This is particularly important during BMSB season and the winter months when a majority of the products received require treating or washing before loading, especially those that have travelled over the road on an open conveyance.

### 1/Food

There should be no evident traces of leftover or spilled food or drink. This includes food consumed by humans, or food carried as commercial produce.



### 2/Oil and grease

All oil (e.g. stains or leakage), grease, soot etc. must be removed from inside and outside the product.



### 3/Animal material

Especially important is to ensure the removal of any animal and insects (both dead or alive), including traces of any feces.

### 4/Dirt

Road travel can throw up dirt. All traces of this, even dirty water, sand residues or stones, must be washed and removed, paying special attention to the underside of the product.



### 5/Plant material

Plant material such as twigs, leaves, bark, roots, grass or straw must be removed from inside and outside of the product.





# W° Treatment Methods

## Sulphur Fluoride (SF)

## Heat Treatment

## Residual Insecticide (VCE1e)

This methodology is not under DAFF/MPI Treatment Providers Scheme and must be assessed by WalWil. [Only valid for Aircrafts/ Watercrafts to New Zealand](#)

## Valid Treatment Methods

Wallenius Wilhelmsen accepts **Heat treatment and Sulphur Fluoride** as a valid treatment methods. Other methodologies not included on the DAFF/MPI Treatment Providers Scheme are excluded. **Any regional deviation of above must be addressed to WalWil in order to be confirmed.**

## Sulphur Fluoride

### Identification:

Treatment providers apply SF to the cargo completely wrapped and sealed or in a fumigation enclosure. Cargo is fumigated to a level of 24 g/m<sup>3</sup> 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 BB cargoes.

[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. It is considered as a prefer option for many Shippers for RoRo cargoes.

### Suppliers:

[Official treatment providers list](#)

## Residual Insecticide

### Identification:

Only valid for [Aircrafts and watercrafts shipped to New Zealand](#). Operative sprays insecticide around the unit.

Restricted post/treatment window time.

Cargo must be retreated on arrival (NZ POD).

### Type of Cargo:

Aircrafts and watercrafts.

[Requires WalWil approval before booking acceptance.](#)

# W° Fogging on Vessel Details

## Fogging

All decks of the vessels are sprayed with the products below. No doors or windows on our cargo are opened during this process. Fogging is not a vessel treatment.

### South Africa

#### Product identification:

Trade Name: Super Suspend  
Chemical Family: Pesticide  
Chemical Name Deltamethrin

Trade Name: Avimatic Aerosol  
Chemical Family: Pyrethroid pesticides  
Chemical Name: Blend of Pyrethrins, Piperonyl Butoxide

Trade Name: Aquapy  
Chemical Family: Insecticides  
Chemical Name: Blend of Pyrethrins, Piperonyl Butoxide

#### Supplier:

Rentokil

### Panama

#### Product identification:

Trade Name: Vectorcide  
Chemical Family: Pesticides  
Chemical Name: Deltamethrin

#### Supplier:

Higiene, Protección y Medio ambiente, S.A.

### Oceania

Fogging outside first port in Oceania will be done if required and in accordance with the requirements from the Authorities (MPI/DAFF)

All vessels departing September to December will be fogged. Based on risk assessment and findings, additional fogging of vessel might occur during the season.

Fogging is done to wake bugs up as early as possible to reduce risk of having vessels delayed.

Fogging can also be done at first port of arrival in Oceania at the request of DAFF or MPI.

# W° Different Measures and WW Ocean Approach

- **Standard measures:** WW Ocean follow the DAFF/MPI regulations for the BMSB season.
- **Voluntary measures:** Additional measures already communicated to our customers in order to mitigate the risk prior arrival to AU or NZ, including fogging in Panama and South Africa where cargo is not subjected to be open. Customer approval is not necessary.
- **Extraordinary measures:** Due to a high volume of findings WW Ocean may decide to take measures to mitigate the risk. Therefore, customers will be advised about the treatment method available and acceptance if deviate of any of the DAFF / MPI valid treatment methods.
- **Measures enforced by the Authorities:** In case of findings on arrival, WW Ocean will follow the guidelines of the Authorities regarding treatment methods or additional methods supporting the inspections. If DAFF officer suspects on reasonable grounds that the treatment required is likely to damage the goods, DAFF will inform WW Ocean and WW Ocean will inform the Shipper. If goods are considered High Value goods, the approval will be provided by the Director of Biosecurity in a formal document.

# W° Shipper's 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 DAFF & 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.



To be compliant with the Authorities guidelines towards Cargo presentation for treatment: Enable to open all doors, compartments, boxes, hoods and guarantee accessibility inside packaging or removal.



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 the supply chain (manufacturing facilities, treatment facilities 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.

## Shippers - Biosecurity Risk Mitigation

- It is the shipper's obligation to always present clean cargo at the Port.
- 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.





# BMSB Season 2022-2023

**BMSB Season starts on 1<sup>st</sup> of September 2022.**  
All cargo shipped from target high risk countries with destination to Oceania must be treated against BMSB until the end of the season under DAFF & MPI standards.

Bio-Security Surcharge: 3 USD per w/m for all cargoes with destination Australia and New Zealand. This surcharge is to be applied from September 1st (departure date) to April 30th (departure date).

WalWil reserves the right to update the BS Surcharge at any time.

WalWil Information: [BMSB WalWil](#)



## Key Points:

1

### High Risk Countries

No additions to the High Risk Countries DAFF/MPI list.

2

### Australia NUFT Declarations

**Start of manufacture must be on or after 1<sup>st</sup> December 2022.**  
Declarations must include start of manufacture date and presented to WalWil prior loading.

3

### Australia End of Season

Bill of lading date on or after 1<sup>st</sup> of May 2023. Specific date for arriving to Australia is not requested.

4

### New Zealand Regulations

- **End of Season:** Arrival date to NZ on or after 1<sup>st</sup> of May 23.
- **NUFT** Declarations are not applicable.
- The **120 hours window** is enforced during all BMSB Season.

5

### Used Cargo

Used cargo from high risk countries must be treated regardless the origin and destination when shipped in Oceania services.

For further information, please check the following websites:

- Australia Regulations: [DAFF BMSB](#)
- New Zealand Regulation: [MPI BMSB](#)

# BMSB Season 2022-2023

BMSB Season starts on 1<sup>st</sup> of September 2022.  
All cargo shipped from target high risk countries  
with destination to Oceania must be treated  
against BMSB until the end of the season under  
DAFF & MPI standards.

WalWil Information: [BMSB WalWil](#)



## NUFT Key Points:

1

### NUFT Definition:

New, Unused and Non-field Tested Cargo.

2

### NUFT Acceptance:

NUFT Declarations are applicable for Australia, Papeete, Noumea and Reunion.

3

### NUFT Requirements:

Product manufacture must start from 01<sup>st</sup> December 2022. **Only tariff chapters : 82, 84, 85, 86, 87, 88 and 89 are accepted.**

4

### Compliant Declaration:

All information must be listed in an official declaration with a specific format and including the mandatory information required. [Template Download](#)

5

### Present your Declaration:

A copy of the declarations must be presented to **WalWil prior loading together with an excel document including full serial numbers and production dates.**

DAFF will also require your declaration for cargo clearance on arrival.

For further information, please check the following website:

Australia Regulations: [DAFF BMSB](#)