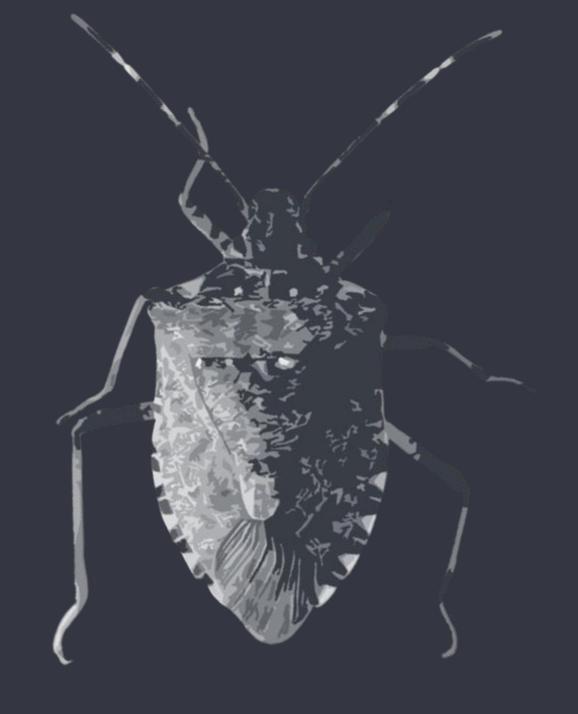


## **BMSB** Guide

Season 2022 - 2023

01st of September 2022 to 01st 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\*.
  - \* End of Season varies depending Country of Destination



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
  1st to end of season.
- \* WW Ocean regulations may apply for NUFT

#### **Targeted Risk Countries for the season 2022 - 2023**



No New Additions for the Season 2022/2023





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.

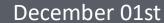
#### New Zealand:



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



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

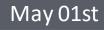




NUFT Declarations
applicable from December
01<sup>st</sup> to end of season. Only
cargo with manufacture
start on or after 01<sup>st</sup>
December.



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.

May 01st



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.

## **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.

May 01st

#### Noumea and Reunion



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

#### 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.

120 hours window:

September to 01st of

December.

Remains active from 1st of



December 01st

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 01st, the 120 hours window is not applicable for Noumea and Reunion.



Find of Season departure from export port on or after 01st of May.



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.



May 01st

End of Season arrival date to Papeete on or after 01st of May.

## **W**° Used Cargoes

01 02 03 04

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).

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 01st 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.

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).

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

## **W**° Transshipment Cargo

01

02

03

Cargo transshipped in Australia, Noumea, Papeete needs to be treated in accordance with DAFF/MPI regulations. Cargo from targeted risk countries bound for Asia loaded on vessels calling Australia and New Zealand is required to be treated. For Cargo from High-Risk Countries transshipped in Europe WW Ocean require customers to treat their cargo at the transshipment port.

04

05

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

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.

## 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 is also applicable to another destination such as Papeete, Noumea and Reunion.
- 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 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:



## 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.

1/Food

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 There should be no evident traces Road travel can throw up dirt. of leftover or spilled food or drink. All traces of this, even dirty This includes food consumed by water, sand residues or stones, humans, or food carried as must be washed and removed. commercial produce. paying special attention to the underside of the product. 2/Oil and grease All oil (e.g. stains or leakage), 0 grease, soot etc. must be removed from inside and 5/Plant material Plant material such as twigs, leaves, bark, roots, grass or straw must be removed from inside and outside of the product.

MAKE SURE TO PREPARE YOUR PRODUCTS

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

important during BMSB season and the winter months when a majority of the products received

require treating or washing before loading,

on an open conveyance.

with destination requirements. This is particularly

especially those that have travelled over the road



### **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/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 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

- 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.

#### 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)

## 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:**



#### **High Risk Countries**

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



#### **Australia NUFT Declarations**

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



#### **Australia End of Season**

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



#### **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.



#### **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

BMSB - NUFT Season starts on 1<sup>st</sup> of December 2022

New, Unused and Non-field-tested Cargo with a manufacture start date from 01st of December 2022 may be not subjected to seasonal measures if evidence is provided in forms of a NUFT Declaration.

NUFT is NOT applicable for cargo produced in Italy, Hungary, Romania and Turkey.

NUFT not applicable for Asian bound cargo.



- NUFT Definition:
  New, Unused and Non-field Tested Cargo.
  - New, on asea and Non-neta restea eargo.
- 2 NUFT Acceptance:
  - Applicable for Australia, Papeete, Noumea and Reunion.
  - New Zealand does not accept NUFT Declarations.
- 3 NUFT Requirements:
  - Only valid for tariff chapters: 82, 84, 85, 86, 87, 88 and 89.
  - Manufacture must start from 01st December 2022
- **4** A Compliant Declaration must have:
  - The statement "the product is new, unused and not field tested".
  - A manufacture start date from 01st December 2022
  - Issued by the company that manufactured/produced the goods by either the individual manufacturing site or head office within the country of manufacture.
  - An official format as per DAFF requirements: <u>Template Download</u>
- **5** Present your Declaration:

A copy of the declarations <u>must be presented to WalWil prior loading</u> together with an excel document including full serial numbers and manufacture date.

DAFF will also require your declaration for cargo clearance.

For further information, please check the following website: DAFF BMS



# BMSB Season

BMSB - NUFT Season starts on 1<sup>st</sup> of December 2022

New, Unused and Non-field-tested Cargo with a manufacture start date from 01st of December 2022 may not be subjected to seasonal measures if evidence is provided in forms of a NUFT Declaration.

NUFT is NOT applicable for cargo produced in Italy, Hungary, Romania and Turkey.

NUFT not applicable for Asian bound cargo.



#### A Compliant NUFT Declaration must have:

- The statement "the product is new, unused and not field tested".
- Tariff chapters than 82, 84, 85, 86, 87, 88 and 89.
- A manufacture start date from 01st December 2022 or later.
- Destination: Australia, Papeete, Noumea or Reunion.
- Issued by the company that manufactured/produced the goods by either the individual manufacturing site or head office within the country of manufacture.
- Consignment links: serial Numbers / Vin Numbers.
- Bill of Ladin No. is not mandatory.
- An official format as per DAFF requirements: Template Download

#### **Not Valid NUFT Declarations:**

- Only using date of shipment as a reference for NUFT Declarations, but not considering the production start date.
- Declarations stating end of production.
- Vehicles with start of manufacture on the 30th of November 2022 or early.
- Vehicles with end of manufacture date after December 01st 2022, but commencement date before December 01st 2022.
- Other tariff chapters than 82, 84, 85, 86, 87, 88 and 89.
- NUFT Declarations for New Zealand cargo.
- No header or letter head from the manufacturing company.
- Missing statement "New, Unused and Non-field-tested".
- No stamped/signed declaration.
- Missing consignment link: Serial Numbers / Vin Numbers.
- Cargo produced in Italy, Hungary, Romania and Turkey.

For further information, please check the following website: **DAFF BMSB**